

25 Tips On Strobe Maintenance

skin diver

A full-page background photograph of a scuba diver in a red and blue wetsuit, viewed from above, swimming over a vibrant coral reef. The diver is wearing a mask and fins, and the water is clear blue. The coral is green and yellow, with some white sand visible at the bottom.

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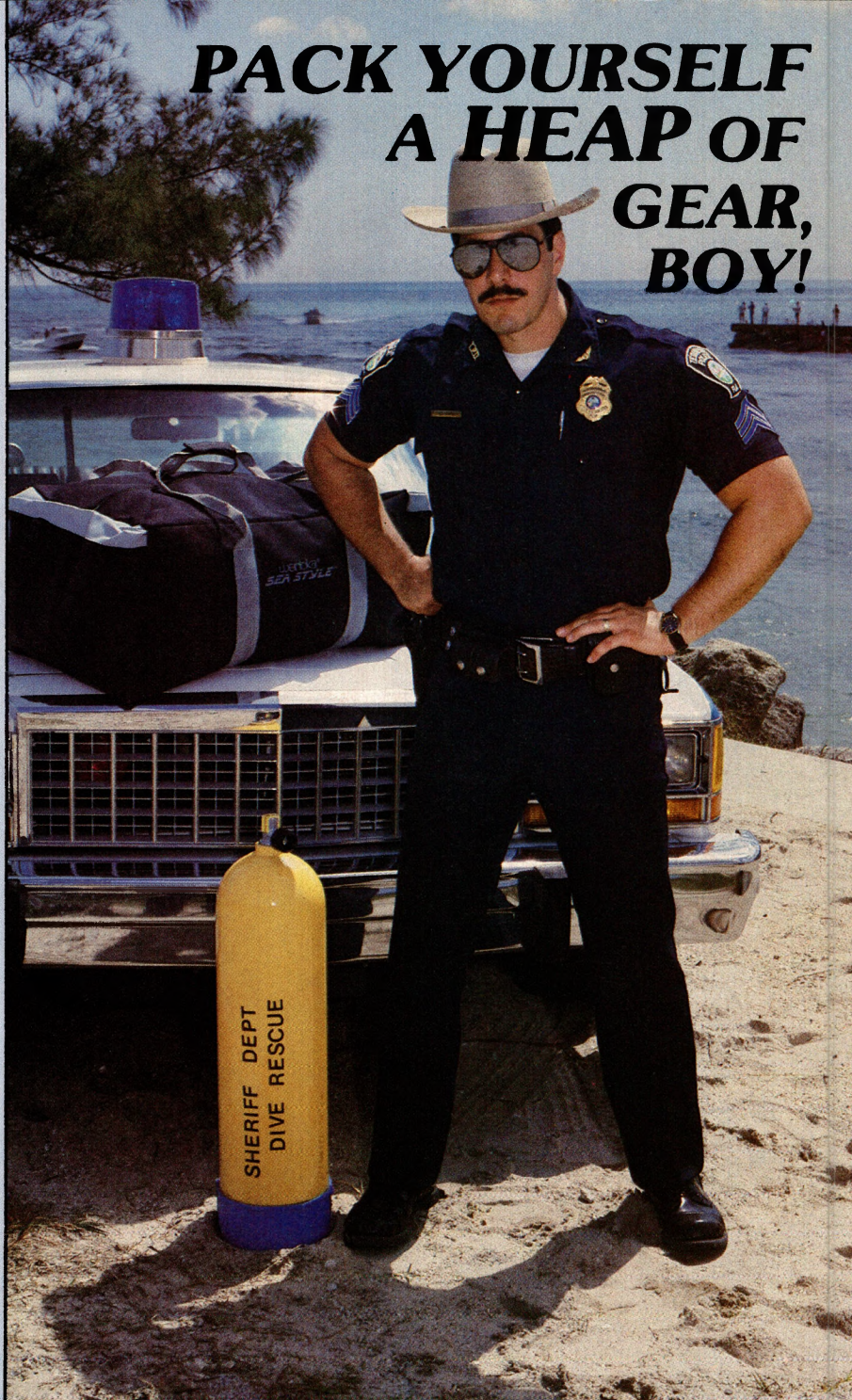
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A snorkeler explores a coral reef in the Bahamas. For more on the Bahamas see page 100. Photo/Geri Murphy.



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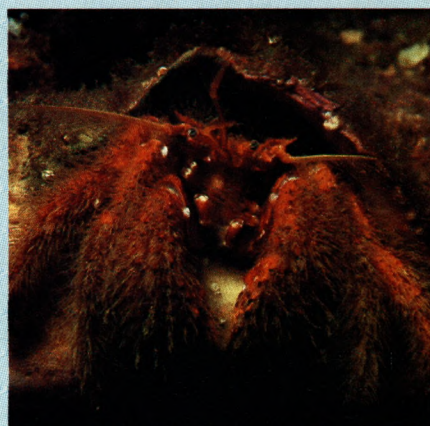
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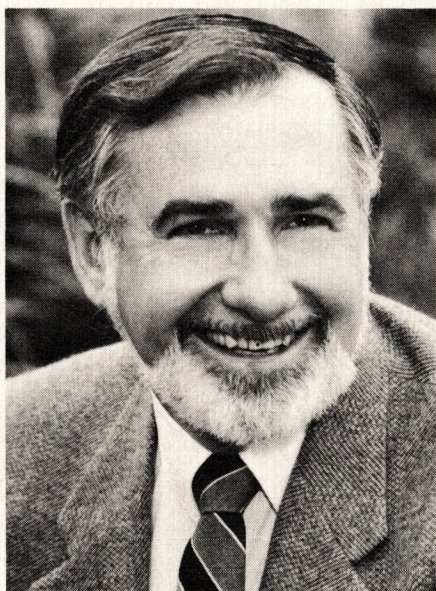
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SDM Editorial

BY THE PUBLISHER



IF YOU SMOKE, DON'T DIVE

Down deep, most smokers realize they shouldn't smoke, but they find it very difficult to quit. Many rationalize, thinking they can always quit if their smoking causes any medical problems. When you're young and healthy, lung cancer and heart disease seem to be a long way off. These are the diseases of old age, and maybe you'll quit smoking when you reach 40. Until then, maybe you can get by with a few more days, weeks or years of smoking.

There is no choice for the diver. He or she should quit smoking right now—or consider giving up diving. The hazards confronting a smoking diver are much more immediate and potentially more lethal. Mixing smoking with diving is just about as risky as drinking alcohol and flying a plane. Among the dangers that can be induced by smoking are such physiological problems as: involuntary hyperventilation, overexhaustion, lung overpressure and maybe even air embolism. The scariest part of this is that it happens inside the body: You can't see it and you probably won't realize what's happening until it's too late.

Every diver who has ever gone through a basic scuba class knows what a tremendously important role the respiratory and circulatory systems of the body play in diving. The heart and lungs are some of the most important organs in a diver's body and they are linked together with the rest of the muscles and tissues by the circulatory system. The blood that courses through your veins and arteries

is the key mechanism for life, for this is the delivery vehicle for transporting that life-giving supply of oxygen to big muscles in the legs, thighs and arms. Like microscopic boxcars, the hemoglobin in the bloodstream picks up fresh oxygen at the lungs and distributes it to the hardworking muscles. On the return trip, it brings back carbon dioxide. A new scuba student devotes many pool and ocean training sessions to improving the physical fitness of his/her heart and lungs so there is a more efficient delivery of oxygen-laden blood. A diver with a weak circulatory system is in trouble.

Smoking robs your body of much-needed, life-giving oxygen and thereby starves your muscles and tissues, causing severely reduced performance. Heavy smoking can cancel all the benefits a person would normally receive from daily exercise, swimming and physical fitness training. Research performed by respiratory physiologists indicates a smoker's circulatory functions are often decreased by 15 to 18 percent. It is this deprivation of oxygen that not only reduces the diver's strength and stamina, but can also lead to overexertion, involuntary hyperventilation and possibly unconsciousness. A smoking diver is a set-up for an underwater accident, for you have all the ingredients needed for a classic case of panic.

How does this happen? The culprit is a nasty character called carbon monoxide. The combustion or burning of an organic material, such as tobacco, produces carbon monoxide in surprising amounts. It is the same lethal gas found in automobile engine exhaust and can produce unconsciousness and death. Air pollution standards indicate it is dangerous to breathe air containing a carbon monoxide level higher than 100 parts per million, and air purity standards for scuba diving indicate that anything more than ten parts per million is dangerous. Yet, cigarette smoke can produce an incredibly high carbon monoxide level of 42,000 parts per million. Normal walking or sitting might not reveal any problems with this increased carbon monoxide uptake, but it could prove devastating while swimming at depth.

What does carbon monoxide do to your body? It is a well-known medical fact that hemoglobin has a tremendously high affinity for carbon monoxide—210 times greater than its attraction for oxygen. Once carbon monoxide has entered the lungs and passed through the walls of the alveoli, it bonds itself with the hemo-

globin in the bloodstream, much like iron fillings stuck to a strong magnet. Once hemoglobin is loaded with carbon monoxide, there is no place for oxygen and the blood's capacity for carrying it becomes severely reduced. It takes more blood and a harder-pumping heart to overcome the effects of smoking. This condition generally goes unnoticed until the diver begins swimming hard at depth, thus causing his large leg and thigh muscles to work at peak capacity. Because of the reduced amount of oxygen flowing through the blood, the muscles tire quickly and the diver begins to huff and puff. He or she then nears panic as his/her lungs desperately try to force more oxygen through arteries loaded with carbon monoxide. Oxygen deprivation at depth can be one of the most serious problems facing a diver.

To complicate matters, we find that effects of carbon monoxide absorption are surprisingly long lasting. It takes the body six hours to reduce the level of carbon monoxide by 50 percent, and traces of this contaminant can remain for 24 hours or more. If divers want to completely purge their bodies of carbon monoxide for a dive trip, they should not take a puff for at least two days prior to the event, and abstain from smoking until six hours after the dive, so that decompression functions can go on unhampered.

If this isn't enough to convince you to quit, let's consider still another serious hazard linked to smoking. Apparently the nicotine and tar substances in tobacco smoke are potent irritants to the respiratory tract and sensitive lung tissue. Heavy smokers often awaken with a morning cough and spit up sizeable quantities of mucus. This should be an obvious clue. It has been discovered that smokers often develop small airway obstructions following minor respiratory infections such as the common cold. These obstructions or plugged-up passageways can often last for more than a month after the outward symptoms of the cold have passed. Such obstructions within the fragile tissue of the lungs can pose a lethal hazard to the scuba diver during ascent from depth. Should the air passage become clogged with mucus or collapse from pressure buildup, an air embolism could easily result.

Considering the volume of evidence presented by medical researchers, it would appear that divers have little choice in the matter. If a person wishes to pursue the sport of diving, he or she should consider giving up smoking. 

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Diver's Calendar

SEAVUE '86

SeaVue '86, sponsored by the Virginia Institute of Marine Science, will be held **May 31-June 1** at the Ocean Island Motel on the beach at Lynnhaven Inlet, Virginia Beach, VA. The program will offer in-water training exercises and competitions such as underwater navigation, rescue and treasure hunting. Also included will be seminars, manufacturer exhibits and a film festival. Weather permitting, dive charters will be available Sunday at reduced cost.

For information contact SeaVue '86, Virginia Institute of Marine Science, Gloucester Point, Virginia 23062. 🐠

SEASPACE '86

Seaspace '86, a program of exhibits, seminars and films sponsored by the Houston Underwater Club (HUC), will be held **June 6-8** at the Shamrock-Hilton Hotel in Houston, Texas. Jean-Michel Cousteau will highlight the show. There will be an underwater photo contest, style show and five kilometer "Fun Run." As part of the Seaspace event, the HUC is sponsoring the first U.S. National Fin Swimming Competition in the hotel's 50 meter pool. Separate competitions for men and women will be held in swims of 100, 400 and 800 meters as well as a 400 meter relay and a 50 meter underwater swim.

On June 8 Rick Frehsee will conduct an intensive intermediate level underwater photography course.

For information, photo contest applications and tickets, contact: Seaspace '86, P.O. Box 3753, Houston, Texas 77252-3753; (713) 666-5349. 🐠

MCKENNEY/LA CANADA SHOW

The Sport Chalet Dive Club and Sport Chalet of La Canada, California will host its second annual film show, featuring the work of Jack McKenney, at La Canada High School **June 7**. McKenney will present films including *Beneath the Sulu Sea*, *The Devilfish of el Bajo* and *The Undersea World of Jean-Jacques Dubois* (a dive comedy).

Tickets are available at all Sport Chalet locations. For information call (818) 790-2717. 🐠

ARKANSAS TREASURE HUNT

Rick's Pro Dive of Little Rock, Arkansas is hosting an underwater treasure hunt in Lake Ouachita, Hot Springs, Arkansas, **June 8**. Sixty "treasure ships" lie underwater, each marked with a number corresponding to a prize. More than \$3,500 in prizes will be awarded, including the grand prize, which is a trip to Grand Cayman Island.

For information contact Rick's Pro Dive 'N Ski Shop, 2323 North Poplar Ave., North Little Rock, Arkansas 72114; (501) 753-6004. 🐠

GREAT LAKES WORKSHOPS

The Atlantic Alliance for Maritime Heritage Conservation, in conjunction with the Ohio Council of Skin and Scuba Divers, is offering an Archaeological Research Assistant Workshop **June 13-15** at Bowling Green State University. For information contact Joyce Hayward, 1791 C.R. 296, Bellevue, Ohio 44811; (419) 483-3074. 🐠

BOSTON SUMMER PROGRAMS

Suffolk University of Boston, MA will offer two summer programs: Scuba Oceanography **June 16-21** and Underwater Photography **June 23-28**. The courses are open to all certified divers over the age of 18 and will be held at the field station on Cobscook Bay in Maine.

For information contact Gerald F. Comeau or Carl L. Merrell at Suffolk University, Department of Biology, Beacon Hill, Boston, MA 02114. 🐠

VIRGINIA TREASURE DIVE

"The" Dive Shop of Falls Church, Virginia will hold its annual Treasure Dive benefitting the Muscular Dystrophy Association **June 29** at Millbrook Quarry near Washington, D.C. Prizes include dive gear and trips. For information contact "The" Dive Shop, 2841 Rogers Drive, Falls Church, VA 22042; (703) 698-7220.

"The" Dive Shop offers professional diving instruction and career development programs in the Washington, D.C. area, including PADI instructor development courses and instructor specialties. 🐠

L.A. COUNTY DIVER TRAINING

The Los Angeles County Underwater Instructors Association's advanced diver training course will begin **July 11**. For information contact the L.A. County Parks and Recreation at (213) 327-5311. 🐠

NIGHTTIME PHOTO CONTEST

Water Education Training is hosting a nighttime underwater photo contest **July 12** in La Jolla, California. The divers' use of colored chemical lights, hand-lights and the flashing of their strobes underwater will entertain topside onlookers. A bonfire and barbecue will be held after the dive.

For information contact Water Education Training, 7094 Miramar Road, San Diego, California 92121; (619) 693-DIVE. 🐠

CAVE DIVING TECHNOLOGY '86

The National Association for Cave Diving (NACD) will host its 18th annual cave diving seminar **July 12-13**. The lecture portion of the event will be held at Branford High School in Branford, Florida. There will be equipment displays, guest speakers and door prizes. Hands-on equipment demonstrations will occur the following day in nearby freshwater springs.

For information contact Judd Sheets, 431 Pinellas Way South, St. Petersburg, FL 33707; (813) 345-2720 or George Bortnyk, 13938 85th Terrace N., Seminole, FL 33542; (813) 391-9077. 🐠

SCUBA NATIONALS

The Underwater Society of America Scuba Nationals will be hosted by the Midwest Diving Council at Table Rock Lake, Missouri **July 17-19**. Competition will include photography, scuba skills and spear-fishing.

For more information contact Jana Bradley, 810 West Harris, Frontenac, KS 66762; (316) 232-1969. 🐠

NEW YORK TREASURE HUNT

An underwater treasure hunt sponsored by 72's Hampton Bays Divers, Inc. will be held in Long Island Sound **July 27**. All proceeds will be donated to the Diver's Alert Network. For information contact Craig Zitek, Hampton Bays Divers, Inc., 1140 Flanders Road, Riverhead, NY 11901; (516) 727-2642. 🐠

COLORADO CHAMPIONSHIPS

The Colorado Diving Council will host its 29th annual Skin and Scuba Diving Championships at Grand Lake, CO **August 23-24**. Events include a treasure scramble, obstacle course and underwater swim—for skin divers; and underwater dexterity, navigation, buddy assistance simulation and equipment donning contests—for scuba divers.

For information contact Hal McConnell, 2624 Vine-wood Land, Pueblo, CO 81005; (303) 564-3651 or Wendy Foz, 4334 Goodnight, Space # 1, Pueblo, CO 81005; (303) 561-0550. 🐠

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Diving Medicine

BY ALFRED A. BOVE, M.D., Ph.D

This column is a summary of answers to letters I have received over the past few months. The letters are answered personally, but the information about these various problems is worthwhile for others as well. We are always open to questions and criticism.

GLAUCOMA

There is little information about diving with glaucoma. Most people with this problem don't dive, but not because of the disease. As far as I know, there is no reason to relate glaucoma to diving. With the many advances in ophthalmology made today, you should make an effort to keep up with newer treatments to be sure that all possible therapy is being provided. There appears to be no contraindication to diving.

EAR SURGERY

I have asked the opinion of several otolaryngologists about diving after ear surgery for otosclerosis. These are ENT specialists who are trained in diving medicine and who perform the operation themselves. They continue to advise their patients not to dive after the surgery. Their concern is for the person who gets an ear squeeze, where there is an abnormal displacement of the eardrum from a pressure imbalance. In that case, the artificial bones inserted in this operation could damage the ear, which would then require another operation.

If you can be careful to avoid ear squeeze, there is a low likelihood of a problem. Because of this concern however, I will stick to the advice of my consultants and not recommend diving.

DIVING AFTER A STROKE

Programs to teach the handicapped to dive are especially rewarding for scuba instructors. I have been impressed with these programs and see a growing trend in this area.

There are several concerns regarding stroke patients. First, many are older individuals who have other diseases such as hypertension, heart disease and disease of blood vessels in the legs, for example. These patients may have difficulty because of heart limitations, or because of poor circulation to the feet owing to blocked arteries.

The rare young person with a stroke, who has no other associated disease, would be an excellent candidate, but such individuals are uncommon. The older patients may have difficulty performing the exercise needed in the training program.

When planning a handicapped scuba program you should get together with a rehabilitation doctor, discuss the course requirements for physical activity and let the doctor decide who can take it.

KIDNEY TRANSPLANTS

A reader who had recently had a kidney transplant wrote me. He is apparently doing well on a minimum of medication. The dose of prednisone is small and I am sure he can tolerate diving and other physical exertion moderately well.

It is unlikely the person will develop a problem with bone necrosis owing to diving if he keeps his depths shallow, doesn't do dives requiring decompression stops and avoids saturation diving.

The problem at present, however, is not with the risk of bone necrosis from diving. The risk of this disease from use of steroids (prednisone) is higher in this case than the risk from diving. Commercial diving companies are unlikely to hire this person because of his medical history. Their medical standards usually will not tolerate chronic steroid use, or renal transplantation. Since most commercial diving companies require thorough physical exams before employment, it is likely that someone with a kidney transplant would be rejected based on his medical history.

If this person can find a diving company that is willing to hire him, I suggest he only do dives shallower than 100 feet, do not use staged decompression, and be very conservative in reporting symptoms of decompression sickness. It is important to treat suspected bends to avoid bone necrosis in the future.

BONE NECROSIS

As you know, there have been studies of commercial divers with dysbaric osteonecrosis (bone necrosis). The studies indicate these divers—owing

to exposure to very deep saturation dives; to grossly missed decompression; and, in some, early caisson exposures—are prone to bone necrosis.

In surveys of Navy shallow air divers and in sport scuba divers, there has been no evidence of diving related dysbaric osteonecrosis. In the rare cases of bone necrosis in these divers, one can find other causes such as steroid use, alcoholism or congenitally dislocated joints. We cannot implicate diving unless all other causes have been eliminated.

To determine if sport scuba diving can cause dysbaric osteonecrosis, we need a study of several thousand divers, with adequate control populations to be sure that the other causes can be eliminated. As far as I know, such a study has not been done. All of us involved in diving medicine would like to know the answer to this question. However, until an adequate clinical study is done, we cannot consider sport scuba diving to be a cause of this disease.

ULCERATIVE COLITIS

Ulcerative colitis is not a contraindication to diving as long as it is under good control, the patient is not severely anemic and does not have a fever. Any time there is a flareup, diving is out of the question because of the excess exercise needed and the fact that one cannot exercise safely with a fever, cramps, diarrhea or other symptoms that might occur.

On the other hand, as long as the disease is well controlled, there should be no problem with diving. The two medications azulfadine and prednisone, in the doses the writer mentioned, should cause no difficulty with diving.

CROHN'S DISEASE

I have seen no data that suggest any problems with diving if Crohn's disease is under control. It would not be advisable to dive when there is a fever or other evidence that the disease is active, but when it is under control, there should be no problem with diving.

Since we don't know the exact cause
(Continued on Page 60)



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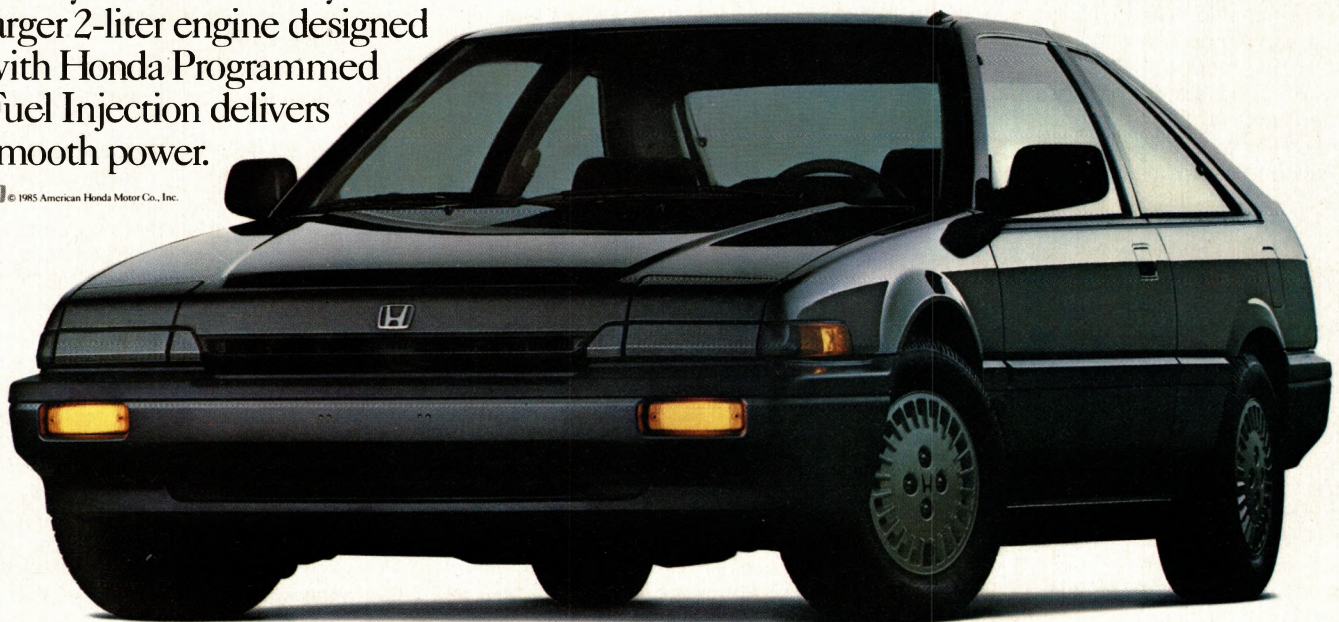
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Wreck Facts

BY ELLSWORTH BOYD

Ancient folklore reveals that trolls lived in the mountains of Scandinavia. Never seen during the day, they only came out at night to dance, play and hunt for treasure. According to legend, if you ever found a troll and rubbed its long silky hair, you would have seven days of good luck and a chance to discover a treasure trove.

Mel Fisher, Barry Clifford, Burt Webber and Joe Amaral must have found a troll and rubbed the heck out its long silky hair. These famous treasure hunters had more than seven days of good luck, discovering gold and silver coins, silver bars, emerald-studded jewelry and all the goodies trolls hunt for in Scandinavia when they aren't dancing and playing.

It appears that troll fever has struck other aspiring divers who are figuratively rubbing the heck out of the silken hair of the mischievous beings who inhabit caves and subterranean dwellings in former lands of the Norsemen. Take diver Geoff Zitver for instance. He rubbed like heck and came up with a four reale silver coin from the Spanish galleon *El Enfante*, sunk off the Florida Keys in 1733.

Divers Debbie Smith, Phil Steel and John Brandon rubbed the troll's hair and now they're rubbing, polishing and preserving a stunning wood carving from the bow of the *San Roman*, a Spanish galleon sunk off Vero Beach, Florida in 1715. The unusual decoration, embellished by hand-carved branches and leaves from an exotic berry tree, broke off from the ship's bow and was buried under five feet of sand and mud for 270 years.

Treasure hopeful Tom Ervin will be searching for the remains of the *Peacock*, a vessel purportedly captured by the notorious pirate Jose Gaspar. The ship and

its treasure went down in 1818 off Florida's gulf coast. Chuck Kenworthy launches a quest south of Melbourne, Florida for the *Ubilla Almiranta*, a Spanish prize with \$300 million in treasure aboard when she sank in 1715.

Marty Meylach, author, pioneer, entrepreneur and throwback to the days of Art McKee, is in the limelight again after a five year hiatus owing to the death of his wife. Meylach, who has stroked the silken hair of the troll as often—if not more—than Mel Fisher, sets up treasure exhibits throughout the country. He is presently biding his time until an expedition is outfitted to seek a heavily-laden treasure wreck in international waters.

Jack Haskins, Islamorada, Florida says he doesn't care if the troll leads him to a treasure ship or not. He just wants a vessel nobody else has ever visited. He found exactly that recently—a virgin wreck from the late 1800s—that keeps him awake at night wondering what he'll uncover on it next. He may be in for some pleasant surprises as the summer diving season commences.

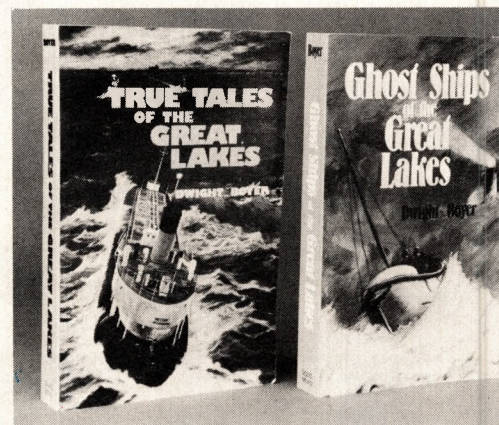
Haskins captures the true spirit and inspiration of the salvor. "It starts with an idea—a spark if you will," Haskins says, "and it grows to dedication and then you seek fruition of that idea. It is the embodiment of free enterprise and the right to seek your dream. It's the anticipation, the quest and, hopefully, the discovery—all part of life's adventure."

Haskins and others say it can be frustrating, dangerous, disheartening and expensive, but if you give it a good shot, that's all that counts. The summer season beckons and for many of you, the silken hair of the troll must be stroked. May all who stroke it fulfill their hearts' desires

and find a big pot of gold at the end of the rainbow—or at least get their money's worth: seven days of good luck from the legendary little fellows.

BOYER BOOKS

Great Lakes divers will be pleased to learn that Port Cities is distributing two books that have been difficult to obtain:



True Tales of the Great Lakes and *Ghost Ships of the Great Lakes*, both by Dwight Boyer. Known for his painstaking research, Boyer scanned thousands of old newspaper clippings and shipping journals, reviewed shipping companies' reports and collected hundreds of letters from relatives of lost crew members and skippers. The results are authentic stories of heroism, disaster, sacrifice and mystery on America's inland seas.

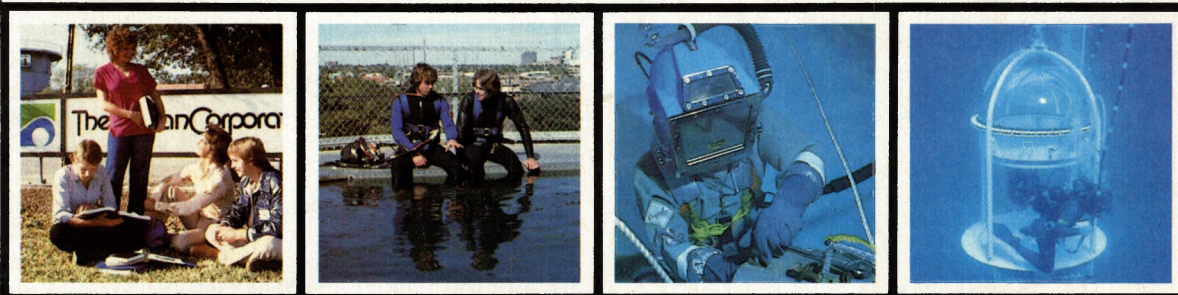
Not all is tragedy however, as Boyer tells an amusing story in his *True Tales* book about the *City of Dresden*. The *Dresden* had to jettison 500 kegs and 1,000 cases of select whiskey off Long Point, Lake Erie, in 1922 or take a chance of capsizing. The result was a mad, hilarious, once in a lifetime adventure for the farmers of Long Point who first discovered the booze bonanza.

Boyer's books may be purchased from Barb Landfield, Port Cities, Meierhoff Bldg., Suite 100, 325 Lake Avenue South, Duluth, MN 55802. Each is \$9.95 plus \$1.25 shipping. Minnesota residents must add six percent sales tax and Duluth residents, an additional one percent.

Divers who live in or visit Southwestern Ontario might be interested in Chris Kohl's new book, *Dive Southwestern Ontario*. The 120 page paperback contains 38 photos, plus additional maps and drawings. The handy guidebook includes shipwrecks, quarries, dive shops and charter boats on parts of Lakes Huron and Erie. It also covers the Thames, Sydenham, Snye, St. Clair, Detroit and other rivers. The book is available from Chris Kohl, 16 Stanley Avenue, Chatham, Ontario, Canada N7M 3J2. It costs \$7.50, U.S., postpaid.

(Continued on Page 34)

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Photos by LARRY CUSHMAN

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Scuba Quiz

Category: Physiology

Topic: U/W Adaptations

By Dennis Graver

Many physiological adaptations must be made when we descend into the underwater realm. Divers should be familiar with the changes that take place and with the effects of these changes. Many of the adaptations are not commonly taught, however. Test your knowledge of this important subject. The answers are on the following page.

1. Equilibrium is maintained underwater primarily by:

- ☐ A. Vestibular reference (organ of balance)
- ☐ B. Pressure sensors in joints and muscles
- ☐ C. Visual reference
- ☐ D. All of the above equally

2. Lung capacity is the same underwater as it is out of the water.

- ☐ A. True, if breath-hold diving
- ☐ B. False, if breath-hold diving
- ☐ C. True, if breathing compressed air
- ☐ D. False at all times

3. The breathing pattern of a good scuba diver will be the same underwater as it is out of the water for a given activity level.

- ☐ A. True
- ☐ B. False

4. The need to urinate is felt more frequently when diving.

- ☐ A. True, owing to circulatory changes
- ☐ B. True, owing to negative pressure breathing
- ☐ C. True, owing to increased partial pressures
- ☐ D. A and B, but not C.

5. Deception in distance underwater, caused by refraction, is mentally compensated for by divers.

- ☐ A. True
- ☐ B. False

6. Which of the following statements, regarding circulation in the body underwater, is true:

- ☐ A. Blood pressure increases
- ☐ B. Circulation to the brain decreases
- ☐ C. Blood is shunted from extremities
- ☐ D. All of the above are true

7. There are changes in the heart rate, but not in its *rhythm*, in a normal, healthy person while diving.

- ☐ A. True
- ☐ B. False

8. Experienced divers make slow and deliberate movements underwater to:

- ☐ A. Avoid overexertion
- ☐ B. Adapt to water resistance
- ☐ C. Avoid injury
- ☐ D. All of the above

9. Blood tends to thicken as a result of diving.

- ☐ A. True, owing to the concentration of blood in the trunk of the body
- ☐ B. True, owing to dehydration
- ☐ C. True, owing to the effects of decompression
- ☐ D. All of the above are true

10. A diver can reduce the rate of loss of body heat by diving frequently in cold water.

- ☐ A. True for a few divers
- ☐ B. True for nearly all divers
- ☐ C. True for male divers
- ☐ D. None of the above

11. Which of the following statements, regarding nitrogen narcosis, is false:

- ☐ A. Experienced divers have a greater tolerance for the effects of narcosis than inexperienced divers
- ☐ B. Susceptibility to narcosis varies from person to person and varies in an individual from day to day
- ☐ C. The symptoms of narcosis are very predictable and manifest themselves in the same way in all divers
- ☐ D. A and B are both true

12. Manual dexterity is reduced underwater by:

- ☐ A. Heat loss from the hands
- ☐ B. The wearing of gloves
- ☐ C. The effects of narcosis
- ☐ D. All of the above

13. Cold water, skip breathing and decompression sickness can all produce:

- ☐ A. A headache
- ☐ B. Double vision
- ☐ C. Cramps
- ☐ D. All of the above

14. Since a diver is weightless underwater, body orientation makes no difference.

- ☐ A. True, except as position affects breathing
- ☐ B. True, except as position affects orientation
- ☐ C. False
- ☐ D. A and B, but not C

15. Which of the following items are reduced while diving:

- ☐ A. Ability to do work and respiratory volume
- ☐ B. Mental capacity and reaction time
- ☐ C. Body mobility and sense of hearing
- ☐ D. All of the above

Scuba Quiz

Answers: U/W Adaptations

1. C. Visual reference. Out of the water we rely upon the organ of balance in our ears to maintain equilibrium. We also receive feedback from proprioceptors—pressure sensors—in the body. Visual reference also aids us. Underwater, however, the first two means are very much negated, so we must rely on visual reference, which explains why disorientation can occur easily.

2. D. False at all times. The lower portion of the lungs is exposed to greater pressure than the upper portion. The lungs can only be inflated to about 85 percent of their normal volume because of this pressure. Note that more efficient breathing is possible when in a horizontal position than when in a vertical position.

3. B. False. One of the greatest adaptations we must make to become safe divers is to learn how to breathe in and under the water. Breathing while diving requires a conscious effort. A diver needs to inhale and exhale more fully than normal and control the rate of respiration.

4. D. A and B, but not C. When we enter the water, heat loss causes blood to be shunted from the extremities to the trunk of the body. The increased volume of blood in the torso passes through the kidneys more frequently, producing more urine. The effort, although small, required to draw air from a regulator also has a diuretic effect.

5. A. True. Refraction causes objects to appear larger and closer underwater and most divers learn to compensate for this. The compensation may continue for a short time following a dive. Have you ever surfaced at the end of a dive, observed your boat a long way off and then been surprised to find how quickly you were able to reach it?

6. D. All of the above are true.

Blood pressure does increase underwater, which is why those with problems in this area should not dive. Circulation to the brain decreases by as much as 13 percent. Shunting of blood from the extremities was addressed in the answer to question No. 4. We make significant circulatory adaptations when diving, hence the good health requirement.

7. B. False. There are changes in the rhythm of the heart when diving and these are not fully understood. Cold water, workload, partial pressures, equalization and more all affect our hearts underwater. These effects are not harmful to a normal, healthy heart, but can pose danger for those with heart problems. A regular physical exam for diving is a good idea.

8. D. All of the above. We must adapt the way we move when we become divers. The increased viscosity of water over air presents a resistance with which we must cope. Rapid, jerky movements and fast swimming are signs of inexperience, which lead to exhaustion, rapid depletion of the air supply and injury.

9. D. All of the above are true. See answer No. 4. We remove fluid from the blood through urination. We also reduce body fluid levels by moisturizing the dry air we breathe. Even though we may not get bent, blood thickening can occur as the body reacts to bubble formation. Conservative diving and frequent ingestion of fluids are recommended to cope with this problem.

10. B. True for nearly all divers. It is well known that the Japanese Ama divers have developed a tolerance to cold and we can, too, although not to the same extent. Frequent diving in cold water does lead to reduced tissue thermal conductance. We can also learn to control our activity level to reduce heat loss that occurs through respiration.

11. C is false. The ability to tolerate the effects of narcosis does improve somewhat as experience is gained, but susceptibility to it is not always the same. Be aware also that some people have no symptoms from narcosis even though they are still affected the same as someone who feels its effects. Part of the adaptation we must make is to learn our limitations and dive well within them.

12. D. All of the above. Divers should always wear gloves, even though they reduce manual dexterity. The hands are the most difficult area of the body to keep warm and the effects of cold reduce strength and tactile sense. Studies of manual dexterity at depths where narcosis is a factor show marked degradation. We learn quickly that fine manipulations underwater should be avoided.

13. A. A headache. Too many divers complain of headaches. If they adapted correctly to the environment, these could be avoided. Proper insulation of the head and face in cold water can prevent headaches, as can proper breathing habits. Good divers know that high levels of carbon dioxide lead to headaches, so breathe properly. A headache should not be dismissed as a minor symptom. Look for other signs that might indicate decompression sickness.

14. C. False. While the weightlessness experienced underwater is used to simulate that of space, the effects of gravity are still present and there are effects owing to pressure differentials. For example, gravity increases blood pressure when in a head-down position. This makes equalization more difficult. It also leads to the swallowing of air.

15. D. All of the above. The ability to work underwater can be as little as 15 percent of above water capability. Mental capacity and reaction time are reduced by narcosis, even at seemingly shallow depths. Equipment restricts body mobility severely. We know that the source direction of a sound cannot be determined. There are many, many adaptations we need to make.

While it may seem a wonder that people can dive at all, it is comforting to know that millions are able to make the adaptations required. Armed with good health, knowledge, good equipment, training and experience, we can safely visit the underwater world. Your challenge is to know the adaptations that must be made and your personal ability to make them. The task then becomes one of exercising good judgement to dive within your limits to adapt and cope. Continuing education will help you learn more about the effects of diving on your physiology and regular diving will help you better understand your capabilities. Learn, dive often and have fun!

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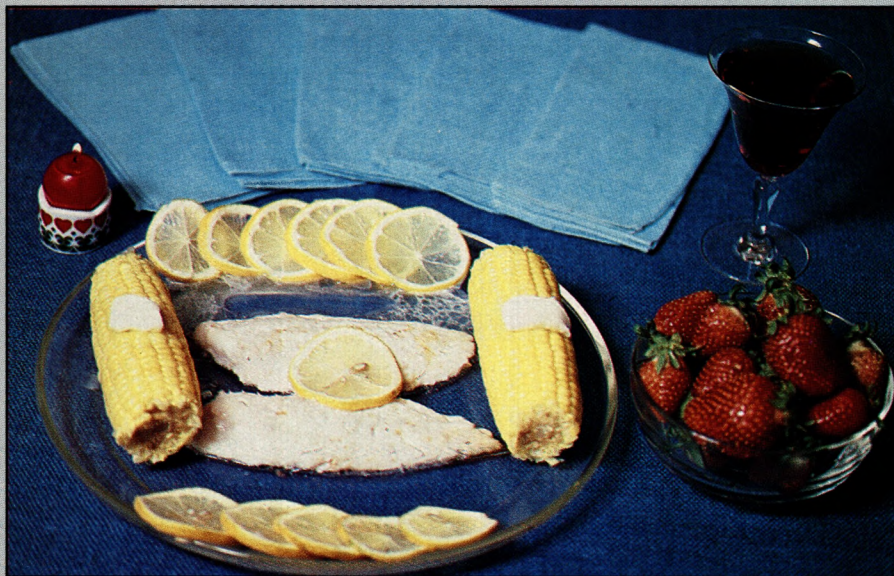
Blackfish

Three Great Ways To Serve East Coast Tautog
TEXT AND PHOTOGRAPHY BY HERB SEGARS

The blackfish (*Tautoga onitis*) or tautog as it is also known, inhabits the northeastern section of the United States, ranging from Nova Scotia south to South Carolina, but it is most common south of Cape Cod to Delaware. It can reach a length of about three feet and a weight of 22 pounds. The fishes' favorite haunts are along rocky shorelines, jetties, near wrecks and piers, where they share their territories with the cunner (bergall). Here they feast on a wide variety of invertebrate life such as mussels, barnacles and crabs. Their coloration is brown, black or greenish black on the upper portion of their bodies with a belly that is on the pale side. Except for some of the larger adults, they have irregular shaped, blackish blotches or bars on their sides.

THE HUNT

Suited up, the spearfisherman slips over the side and flips effortlessly to the anchor line and begins a descent to the



Above: Blackfish fillets served with corn. **Below:** After returning from a successful dive, Dan Clark and Veronica Segars watch a blackfish sizzle in a skillet in preparation for an at-the-beach dinner. Favorite blackfish haunts are along rocky shorelines and near wrecks. To get more than a lucky shot their habits must be studied.

BLACKFISH FILLETING AND PREPARATION

Use a sharp knife to behead the fish and a pair of pliers to remove the skin. Make a lengthwise cut along the top and bottom edges of the fish. Find the rib cage and cut around it, making one more cut along the backbone to remove the fillets. Turn the fish over and repeat the process.

FRENCH FRIED BLACKFISH (makes five servings)

½ C yellow cornmeal
½ C flour
1½ tsp. salt
2 lbs. fish fillets

Mix together the cornmeal, flour and salt thoroughly and place in a shallow pan. Dip the fish in cold water; roll in the cornmeal mixture until covered on all sides; then place in a wire frying basket, one layer thick. Heat the deep fat in the fryer to 385-400°F and lower in the basket. Fry until the fillets have an even golden brown crust. Frying should take four to eight minutes.

PAN-FRIED BLACKFISH (serves five)

Prepare the same as French-fried blackfish. Utilizing a heavy skillet, place

enough shortening to make a ¼ inch thick layer when melted; heat to sizzling. Place the coated fish in the pan and cook for three minutes or until nicely browned on the underside. Cover the pan and remove the pan from the heat, allowing the fish to cook in its own steam for two minutes. Remove the cover, turn the fish and return to the heat. Allow the fish to cook for three minutes longer. Fish thicker than ½ inch may require longer cooking.

OVEN-FRIED BLACKFISH (serves five)

1½ tsp. salt
½ tsp. basil
1 C dry bread crumbs
½ C dry sauteur
½ tsp. pepper
1 C milk or cream
2 lbs. blackfish fillets
½ C melted butter

Stir salt, pepper and basil into the milk or cream. Dip the fillets into the seasoned milk and coat with the bread crumbs. Place in a shallow baking pan and pour 1/3 cup of melted butter over them. Sprinkle with ripe olives, a pinch of rosemary and pour in the sauterne. Bake at 375°F for 25 minutes. Serve with mint, tarragon, dill or parsley.



wreck 80 feet below. Reaching the bottom a few short minutes later, the diver is met with the first of many handicaps, visibility; today ten feet, and a murky ten, at that. Settling onto the bottom, the diver adjusts his weightbelt, loads his gun, and begins the hunt.

One must study blackfish habits to regularly get more than a lucky shot. They are shy and make a hasty exit as divers approach. They like to frequent holes in wrecks, swim around raised structures, scoot around the bows and sterns of shipwrecks and cruise among openings in the rocks.

Armed with the knowledge of their behavioral characteristics, how do we approach the hunt? Utilize your resources,

(Continued on Page 38)

SCUBA DRIVING

Prepare yourself for the most thrilling underwater adventure of your life. As you slip behind the whirl of the TEKNA DV-3X Underwater Vehicle, you're instantly traveling at 4 times the speed of a fin-equipped diver and effortlessly cruising over 2 miles on a single tank of air. Externally rechargeable, the maintenance-free sealed batteries provide motorized excursions of over 90 minutes; and there's power to spare for the 40,000 candlepower Rare Gas headlight that guides your way through poor visibility, cave and night dives.

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even a novice
can't miss
with this pneumatic
speargun

Technisub's Mini-Ranger

TEXT AND PHOTOGRAPHY BY BONNIE J. CARDONE

Write an article on a pneumatic speargun—me? The reason I gave up spearfishing years ago was that my buddies tended to become hysterical watching me. And now, I'd been asked to do an article on the Technisub Mini-Ranger.

As its name implies, this is the smallest gun in the Ranger line. Just 16½ inches long, it comes with a holster you can strap on your thigh.

Before removing the Mini-Ranger from its plastic bag, I looked up George Cozen's article on pneumatic guns in the September 1979 SKIN DIVER. According to George, these guns have several advantages over rubber band guns. For instance, since their source of power is compressed air, there are no rubber bands and accompanying hardware to break, lose elasticity or rust. Pneumatic guns are considered to be more accurate than their rubber powered counterparts and their triggers, smoother acting. In tests conducted by one manufacturer, pneumatic guns were found to have 30 percent more penetrating power than comparable rubber band guns. George's article also pointed out that pneumatic guns are made of non-corroding, space-age plastics and stainless steel.

Using the diagram and instructions that came with the Mini-Ranger, I assembled the 16 inch long stainless steel spear shaft and learned how loading was accomplished. This was all very easy, but still, the open water testing was not something to which I looked forward, because of my previous experiences.

Santa Monica Blue Fin, George Williams, showed me what to do with the shock cord, the one part of the diagram that wasn't entirely clear. Then, I was ready to go.

Underwater, the Mini-Ranger was very easy to load—much easier than the rubber band guns I had tried years ago. Placing the loading tool on top of the double barb spearpoint, I pushed the shaft in to the gun with one hand. For practice, I aimed and fired at bull kelp several times. The anatomically designed handgrip was easy to hold on to. The safety was easy

were also too easy. Finally, a bass about 12 inches long positioned itself right in front of the Mini-Ranger, making a target that was impossible to resist. I took careful aim and fired. It was a perfect shot. Was anyone watching? Of course not!

Pneumatic guns come ready to use. They need pressurization only once every year or two and this is accomplished with the use of a hand pump similar to those used to inflate bicycle tires. The pump comes with the gun. The power of the gun can also be increased by pumping. Technisub guns are shipped pressurized to 18 atmospheres. Each 100 pumps adds 7 atmospheres. The Mini-Ranger would have about 30 percent more power, and the shaft would travel farther, pressurized to 25 atmospheres.

Should you pressurize a gun to the point it is hard to load, air can be bled from it in much the same way you would bleed air from a tire. (This latter can even be done underwater.)

The Mini-Ranger is imported from Italy by Aquacraft II and sells for \$121.95. It and its two larger counterparts are warranted to be free from defects owing to material or workmanship for one year. Aquacraft recommends the gun be returned to them for servicing once a year. When this is done after the first year the warranty is automatically extended for an additional year. Maintenance in between servicing is easy—rinse thoroughly in fresh water and let dry.

Write a pneumatic speargun article—me? It was fun using the Mini-Ranger and I got myself a seafood dinner besides. Hey, I'll bet I could get a big calico with the Ranger 60. And, with the Ranger 70, a huge lingcod wouldn't be out of the question! ➤

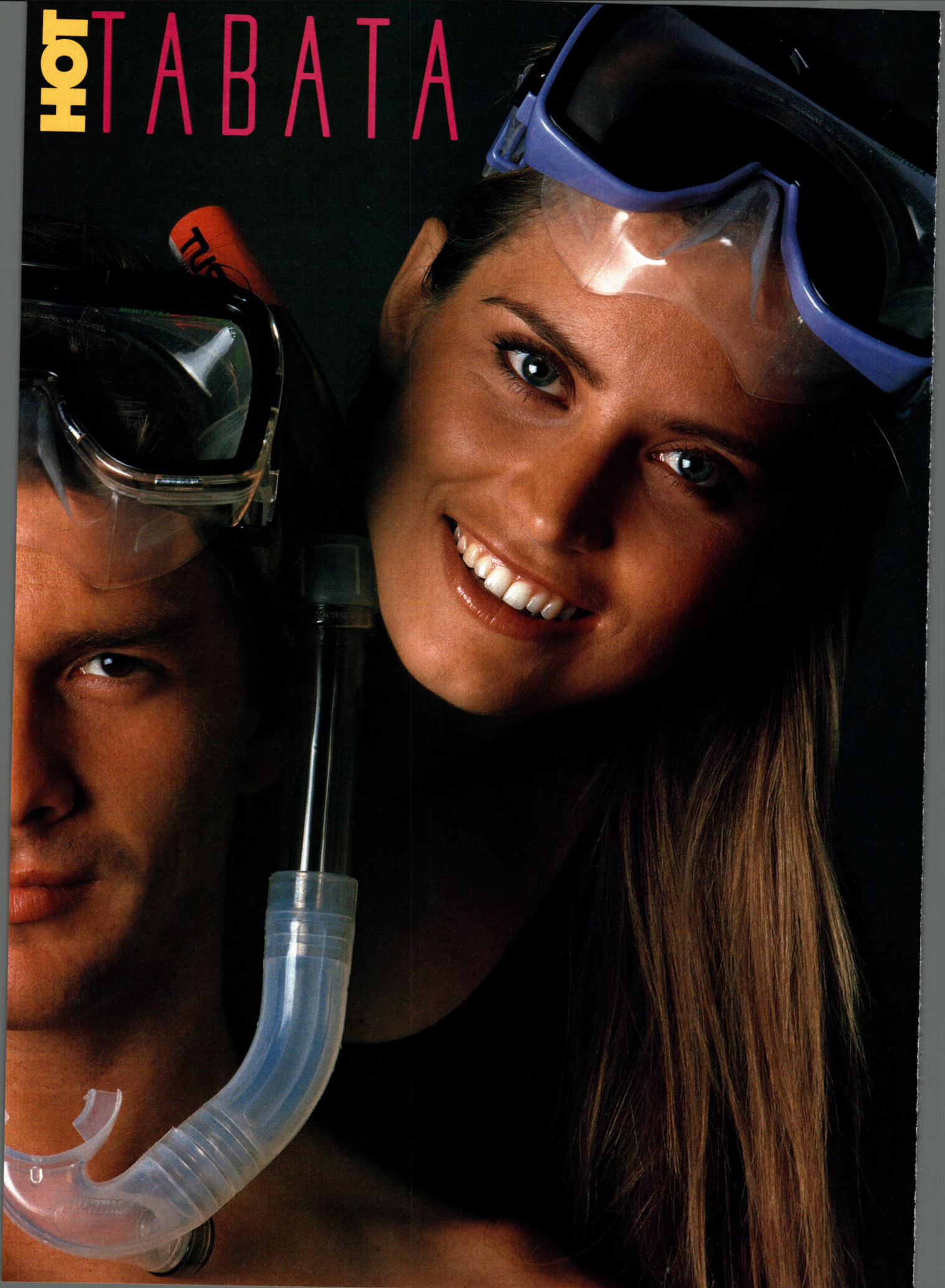


The Mini-Ranger comes with a holster, loading tool, spear shaft and hand pump.

to operate and stayed in place when it was supposed to. The trigger fired smoothly and the shaft traveled about four feet before running out of momentum. The gun was very accurate.

The moment of truth had come. I was going to have to quit procrastinating and actually shoot something. Rockfish lying in crevices seemed too easy. Sheephead

HOT TABATA



A man and a woman are posing in their TUSA BCDs. The woman is in the background, wearing a blue and pink BCD with a "TUSA" logo and a "Tabata" tag. The man is in the foreground, wearing a yellow and blue BCD, also with a "TUSA" logo. He is wearing black gloves with rainbow stripes and a "Crescent" tag. They are both smiling and looking at the camera. The background is dark and textured.

F

air meets function again in our latest BCDs. Dazzling, paintbox colors, like hot pink, and blazing blue, with TUSA style and fabulous fit. These jackets are jazzy.

They're also the most useful BCDs you've ever worn. Pockets where they should be. Quick release fasteners. An automatic inflator. Signal whistles. And tough, durable fabrics, of course.

The range of styles will suit everyone.

HOT HOT HOT HOT HOT HOT HOT HOT HOT HOT HOT TABATA

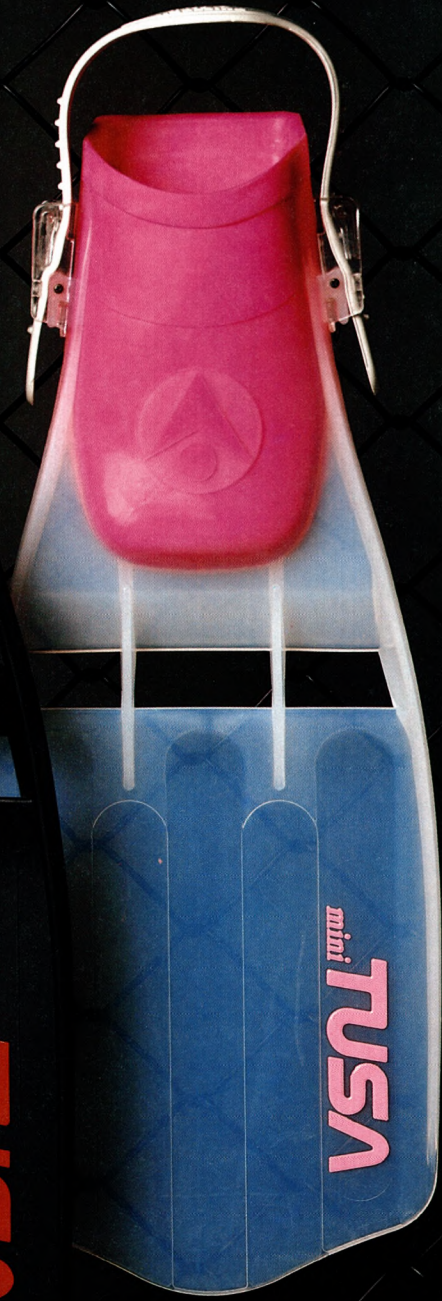


T

here's no such thing as boring Tabata. We make boots with comfort and durability, but we didn't forget the flair. And if lugging wet equipment around isn't your idea of fun, it's time to shift gear bags. TUSA nylon mesh gear bags are strong, light and flashy. Hot colors strike again. Even our ruggedly useful diver's knives look sharp.

TUSA

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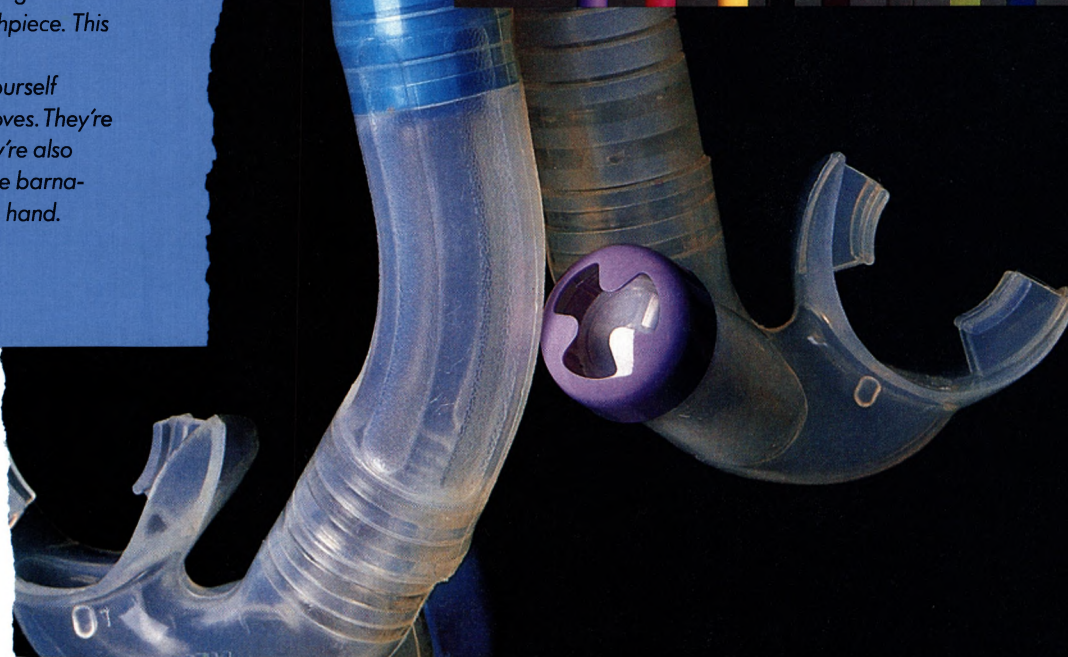
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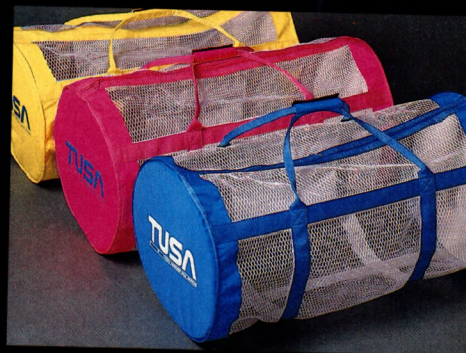
e've made quite a reputation by splashing color all over underwater wear, and this year the choice is even hotter. From top to bottom.

Like our TUSA fins, for instance. Underwater kicks are brighter than ever in yellow, black, blue, fluorescent orange and green. Or if you like a more compact fin, the Mini-TUSA is for you, in blue, yellow, black, hot pink and our new, luscious lavender. Full-foot fins come in pink, yellow and blue. Or step into the black graphite Maxi-TUSA. It's an exercise in sheer power.

Who would have thought snorkels could be so hot? The new lavender almost sizzles. Pick your favorite color, coordinate it with mask, fins and gloves, and the heat is on. And check the new flex construction, the optional purge and the crystal silicone mouthpiece. This is style with function.

Get a grip on yourself when you look at our gloves. They're bright and lively but they're also tough enough to beat the barnacles. Give these gloves a hand.







Tabata masks set the standard for technological wizardry. They look so good you'll wish you could wear them above water. Face hugging crystal silicone skirts, Maxi-Vision frames, in dazzling splashes of color to coordinate with your fins, your jacket, your way of life.

JACKETS

All Tabata Buoyancy Compensating jackets come in small, standard and large sizes so that body weight will be correctly balanced for perfect buoyancy. Padded shoulder harnesses adjust easily for perfect fit, and a padded backpack cover increases comfort. Padded waistband and Velcro™ closures add convenience and comfort.

A built-in support plate holds the tank securely, while quick release buckles make jackets easy to put on or take off. Two large utility pockets with pockets underneath give lots of useful carrying space. Automatic inflation adds to ease of use. The CO₂ detonator is removable for easy rinsing and draining, or it can be capped when you're not using a cartridge. Large over-pressure valve allows rapid exhaust.

Water drains easily from mesh construction, and hose holders and utility rings are right where you need them.

MASKS

Tabata masks come in a variety of colors and are made of specially compounded crystal silicone that resists ozone, salt and UV damage. Non-slip double straps provide comfort and quick adjustment. Mini-TUSA sizes are just right for smaller faces. Models with corrective lenses are also available.

FINS

Lightweight TUSA and Mini-TUSA fins feature ideal rigidity in a vented polyurethane blade for maximum propulsion and minimum leg fatigue. Hydrodynamic design prevents cavitation. The foot pocket is soft and comfortable, and the heel strap adjusts, locks and releases quickly and easily. Like other Tabata equipment, they're impervious to ozone, salt and ultraviolet. And now, a black graphite Maxi-TUSA fin is available for ultimate underwater power.

SNORKELS

Tabata snorkels come in the full range of colors, including lavender. Swivel or flex construction gives easy access to mouthpiece. Crystal silicone construction holds up under harsh conditions. Available with or without a purge valve.

GLOVES

High-quality synthetic urethane suede make Tabata gloves both tough and long lasting. Available in a large variety of colors, these gloves are designed in the Tabata tradition of durability with style. Velcro wrist adjustments and vented backs add to the comfort. Yellow, double palm means long life and high visibility.

KNIVES

Tabata diver's knives and stilettos feature mirror-polished stainless steel blades with line cutter, steel butt, serrated edge and fitted sheath with leg-straps. They come in a range of vibrant colors, including a new two-color combination with special high-tech grip. Knives have 5.3" blades, stiletto blades are 5"

BOOTS

Tabata's color coordinated dive boots come with hard, vulcanized soles and toe and heel caps for rugged wear. Zipper with inside comfort flap lets you slip in and out easily. Brand new full-color line this year gives optimum choices for color coordination with other Tabata equipment.

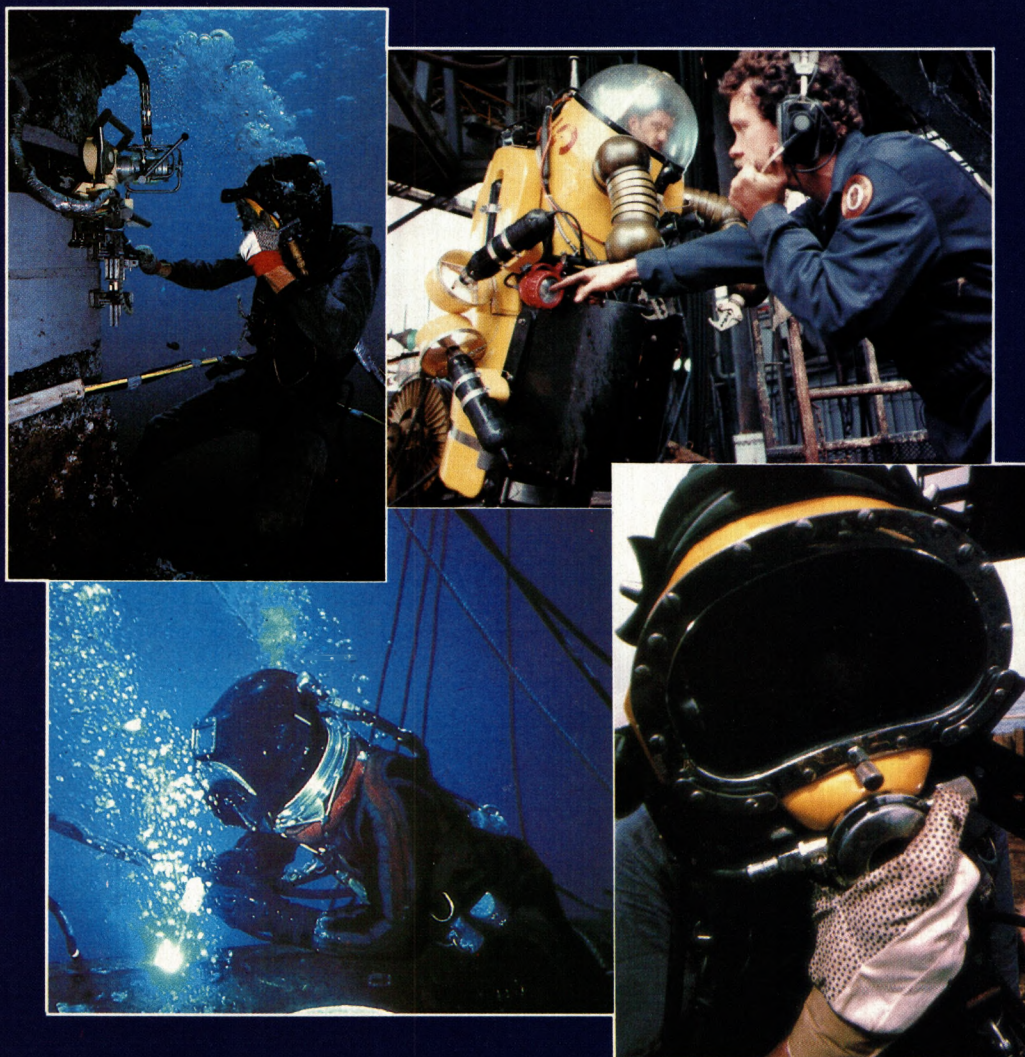
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TUSA gear bags are made of quick-draining nylon mesh, so wet equipment dries fast. With tough nylon zipper that won't break or snag. In hot Tabata colors.



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PURE TITANIUM

TEXT AND PHOTOGRAPHY BY GERI MURPHY



Titanium is lighter, and yet tougher, than steel. The man's model of the Heuer Titanium Sports Watch weighs only 2.5 ounces and is rated to a depth of 100 meters.

If you are searching for something distinctive in a diving watch, Heuer's new Titanium Collection may be just the ticket. This is a series of watches constructed of a space-age metal that is tougher than stainless steel, but less than half the weight. These watches can take the pounding of a commercial diving job, yet look sleek and sophisticated when worn at an evening dinner. Heuer designed the Titanium Collection specifically for diving professionals and sports people who need a double duty timepiece.

These watches are constructed from pure titanium, a wonder metal 44 percent lighter than stainless steel alloys, yet just as tough. Mined in its pure state, titanium

is the fourth most abundant metal on this planet. Until recently, the use of this metal was limited to aerospace and similar high-tech applications.

Pure titanium melts at 3,035°F and is then forged into rough castings. The final form is accomplished by precision milling. When heat treating is completed, the watch case is super tough. It can withstand heat of 1,000°F and has a yield strength of 40,000 to 85,000 psi.

The most desirable property of pure titanium is resistance to the corrosive effects of saltwater, many acids, alkalies and other chemicals. It is also non-magnetic, since titanium is a non-ferrous metal. Those allergic to metal wrist bands will

find this watch a welcome relief—titanium does not cause skin reactions.

Heuer has incorporated this tough metal into the watch case, bezel and wrist bracelet. The man's model (#820.213) of the Titanium Sports Watch weighs approximately 2.5 ounces. The smaller lady's model weighs 1.5 ounces. The watches are light as a feather. The Titanium Sports Watches are water tested and rated for a depth of 330 feet.

Aside from being amazingly lightweight, the Titanium Sports Watch has the appearance of an ultra modern high-tech timepiece. Gun-metal gray in color, it has the silky luster of a brushed stainless steel finish. The case and bezel have smooth, contoured corners and edges, giving the watch a pleasing sculpted and polished appearance.

The case is ultra thin and the watch seems to hug the wrist. Owing to its lightness and thin lines you hardly realize you are wearing it.

The dial face has a mysterious black anthracite finish that complements the silvery glow of the titanium. The hour positions are marked by highly luminous tritium symbols. The outer edge of these are gilded with 14 karat gold.

The glow type of tritium material is inlaid into the hour hand, minute hand and sweep second hand. Each of the three pointers is marked differently and the dial face can be accurately read in the dark. The crystal is non-reflecting sapphire.

Also on the dial face is a small date window at the three o'clock position, with finely engraved black numerals against a gold background. The watch is powered by a lithium battery and set by a 14 karat gold gilded stem winder that screws down tightly.

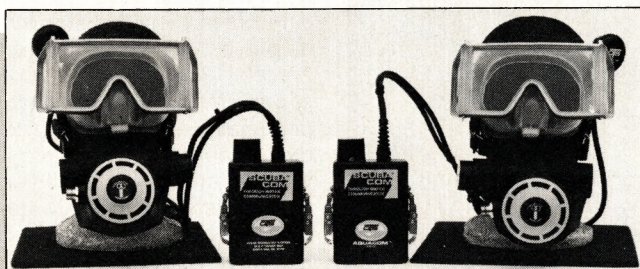
The bezel is a professional ratchet type that rotates in only one direction (counterclockwise), thus eliminating the chance of errors. Each click stop is precisely one minute. Made of pure titanium, the wrist bracelet is a handsome complement to this unusual watch. Each individual link is inlaid with 14 karat gold.

The Titanium Collection is one of Heuer's most distinctive offerings for 1986 and will certainly separate the discriminating shopper from the masses. The man's Titanium Sports Watch retails for \$1,380 while the lady's version is \$1,350. Obviously, this watch is not for everyone.

For more information about the Titanium Collection, see your authorized Heuer dive store dealer or write to: Heuer Time & Electronics Corp., 960 South Springfield Ave., Springfield, New Jersey 07081. The West Coast office is at 1900 Avenue of the Stars, Century City, California 90067. 

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THE NIKONOS HANDBOOK

The Nikonos Handbook, by Jim and Cathy Church, is 176 pages, with 43 color and 144 black and white illustrations and drawings. The 6 x 9 inch hardcover covers the Nikonos V and IV-A cameras, TTL and manual strobes. "You don't read this book from cover to cover," Jim Church said. "You only read the sections and self quizzes about the kind of photography you wish to do." Major topics include sunlight exposures; using manual, TTL and other automatic strobes; using normal, wide angle and close-up lenses and extension tubes. Appendixes include specifications for Nikon and non-Nikon TTL strobes, non-Nikon wide angle lenses and instructions for saving flooded Nikonos Vs or IV-As and lenses.

For U/W reference, a set of five, 5 x 7 inch plastic Nikonos Cue Cards are keyed to specific pages in *The Nikonos Handbook*. Each card summarizes the steps for setting camera controls and taking the pictures. Exposure tables for sunlight and strobe and fill in the blanks sections are included. In Cathy's words, "Although you have read and understood the book, underwater—poof—your mind often goes blank. But, if you have the Nikonos Cue Cards in your BC pocket, you have the important reminders with you."

The Nikonos Handbook retails for \$18.95 and the Nikonos cue cards for \$12.95. For more information contact Jim and Cathy Church, P.O. Box 80, Gilroy, CA 95021-0080.

NAUI APPOINTMENTS

The National Association of Underwater Instructors (NAUI) has made a number of recent staff changes:

Ken Heist and Alan Pottasch have been elected to NAUI's Board of Directors. They will serve four year terms and also concurrently serve as members of the NAUI Diving Association (NDA) Board of Governors.

Heist has been manager of the Mid-Atlantic Branch since 1978 and has been a NAUI Instructor since 1967.

Pottasch has been an active NAUI instructor since 1980. As a senior vice president, he is responsible for worldwide advertising and marketing.

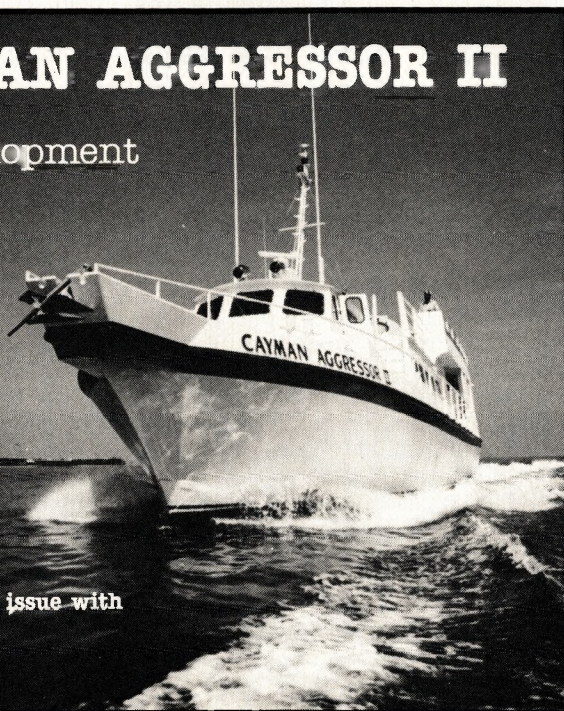
Johnny Wyatt has been appointed national program director of the NDA. He owns Island Tours in Bossier City, LA.

Tom Hemphill has been named NAUI's southwest regional service representative. He is servicing network affiliates in Texas, New Mexico, Oklahoma, Arkansas, Louisiana, Mississippi, Kansas and Missouri and is headquartered in Houston, Texas.

Jim Brown has been appointed manager of the Pacific-South Pacific branch. The area under his supervision includes several Southern California counties and Arizona.

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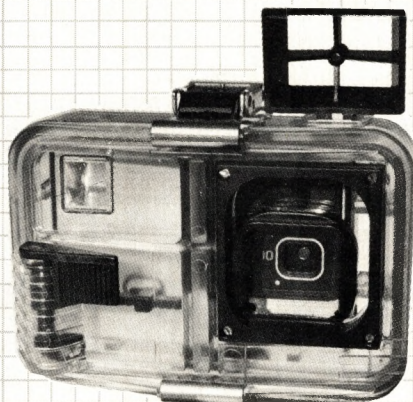
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IKELITE DISC-CASE

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The Ikelite Disc-Case features a sportsfinder for framing, an optical grade plexi front for sharper pictures, and a snap-on water correcting lens allowing the camera to focus underwater as close as 2 feet. The water correcting lens easily snaps out for above water use.

DISC-CASE MODELS (all models include water correcting lens & sportsfinder.)

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- #5265 Minolta Disc 5
- #5267 Minolta Disc 7
- #5275 Ansco HR 50
- #5289 Keystone 1050

DISC-CASE PACKAGE

#5290 Includes: Keystone 1050 Camera

DISC UNDERWATER PHOTO BOOK

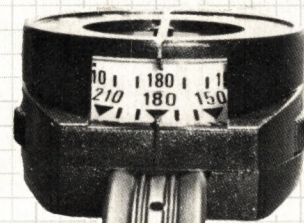
Disc Underwater Photography is an easy to follow "How To" book covering all aspects of using disc cameras and the Ikelite Disc-Case underwater.

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SDM's U/W Photo Class

25 Tips That Will keep Your Strobe Flashing

TEXT AND PHOTOGRAPHY BY JIM AND CATHY CHURCH

An U/W strobe can be either a marvelous tool or a source of constant frustration if you don't know how to maintain and use it. And, to help you keep your strobe flashing, here are 25 vital tips:

1. Condition ni-cad batteries. Just because your new ni-cads (nickel-cadmiums) died halfway through your second roll of film doesn't mean they or the strobe are defective. Ni-cads that are new or haven't been used for several months can lose some of their ability to accept a charge. Simply using them eventually solves the problem, but you can condition ni-cads before a trip by charging and discharging (running them down) several times.

Ni-cad C or AA cells can be discharged with a flashlight, cassette player, portable radio or your strobe. If you use a strobe, turn it (and any built-in aiming light) on for several hours, flashing occasionally. Place it by your TV set so you can watch it as you relax. When the ready light or aiming light dims, or recycle time increases, turn the strobe off. Let the battery cool (if warm), then charge it. When charged for the fourth time—after three complete discharge cycles—ni-cads will be at peak efficiency.

2. Use a timer or alarm clock. Oh darn, you put your ni-cads on charge and forgot about them! With fast-charging systems without automatic shutoffs, overcharging can damage ni-cads. If chargers get hot before the recommended charging time is up, unplug them and let them cool. With 16 hour chargers for AA and C cells, however, don't worry. You can usually charge these cells indefinitely without damage.

3. Replace the charging port plug. You've just slipped off the swimstep when you remember the charging port plug. You tread water frantically—holding your strobe above your head. This may sound silly, but Jim and many other underwater photographers have flooded strobes because they forgot to replace the plug after charging!

4. Use alkaline cells. If you use disposable flashlight cells, be sure the word alkaline is on them. Regular flashlight cells, even heavy duty and 1.5 V lithium cells, can't handle the heavy current drain needed to recycle a strobe. At this

writing, Union Carbide's new super-charged Energizer alkalines seem to give about 25 percent more flashes than their older Energizers.

5. Form the capacitor. You've turned your new strobe on for the first time and the recycle time seems much too long. You're concerned, but don't panic! If the strobe is new or hasn't been used for several months, the capacitor (the part that stores the electricity for the flash)

unseen, build up on battery and battery compartment contacts and impede the flow of electricity. Cleaning the contacts restores the flow of electricity. You may also be able to clean the battery contacts with a pencil eraser. Warning: Do not touch or clean the contacts of high-voltage (300 and 510 volt) batteries.

7. Break the circuit with tape. When traveling, the strobe's off/on switch can be jostled to the on position (even if it had



Properly maintained, a submersible strobe can take your U/W photos from drab to dramatic, revealing vibrant colors. It can also help stop action and standardize exposures.

may have temporarily lost some of its ability to recycle.

Forming the capacitor (restoring its ability to take a charge) is easy—just let the strobe idle in the on position for about 30 minutes. If you use alkalines, use an old set for the 30 minute idle. Then, install a new set. By using the old set to form the capacitor, the new set will last longer. When you use the strobe to discharge ni-cads (see tip # 1), you form the capacitor at the same time.

6. Clean Battery Contacts. You've loaded your strobe with six freshly charged ni-cads, but it won't recycle. Don't panic! Remove the cells and wipe their ends with a rough cloth, then wipe the contacts within the battery cartridge and try again. Now the strobe will probably recycle.

Here's what happened: Oxides, often

been taped in the off position). When you unpack, the battery is dead. To prevent this with C and AA cells, simply place a piece of electrical tape over the end of one cell (or the contact of a ni-cad battery pack). This stops the flow of electricity if the switch is on.

8. Install cells correctly. When inserting several ni-cad or alkaline cells in a battery pack, it's easy to put one in backward. The strobe may recycle in spite of this, but the cells will die quickly. With a Nikon SB-102 and old-style battery pack, you can ruin the strobe. Also, don't mix alkalines with ni-cads—the ni-cads could be damaged.

9. Clean cord connections. Clean and lubricate cord and flash socket threads. Use a toothbrush or pencil eraser to clean contacts. In humid climates, blow dampness from flash socket and

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connector cord contacts with medium heat from a hairdryer—especially with TTL systems! When detaching cords, use the cord and port caps to keep the contacts dry. When attaching cord connections, use firm finger pressure only—don't overtighten them.

10. Test flash the strobe. Test flash the strobe by triggering the camera shutter before loading film. If something is wrong, it's best to know before color film is running through the camera.

11. Test the TTL. Set the lens for wide-open and aim the camera and strobe at a light subject (such as a white wall) about a foot away, then trigger the shutter. The TTL should reduce the intensity of the flash. If the strobe gives a full-power flash, the TTL isn't working. Note: You should have either film or a piece of light paper under the pressure plate. If the TTL doesn't function, blow the cord and flash contacts dry with a hair dryer (tip #9).

12. Purchase an extra battery cartridge. If your strobe uses a removable battery cartridge to hold ni-cad or alkaline cells, a second cartridge makes fast bat-

tery changes easy. You can pop in a new cartridge quickly rather than fumbling with individual cells.

13. Tilt down when opening. With some strobes, such as the Nikon SB-103, the battery compartment lid can trap seawater. When removing the lid, tilt the rear of the strobe down so this water doesn't run inside the battery compartment.

14. Make a simple exposure chart.

NI-CADS OR ALKALINES?

Many strobes can be powered by either ni-cad or alkaline cells, so which should you use?

Although they cost more initially, ni-cads are less expensive to use than alkalines if you use the strobe frequently. And, with many strobes—such as the Nikon SB-102—ni-cad cells provide a shorter recycle time and a more consistent full-power flash than do alkalines. However, ni-cads need to be used frequently to keep them in good condition.

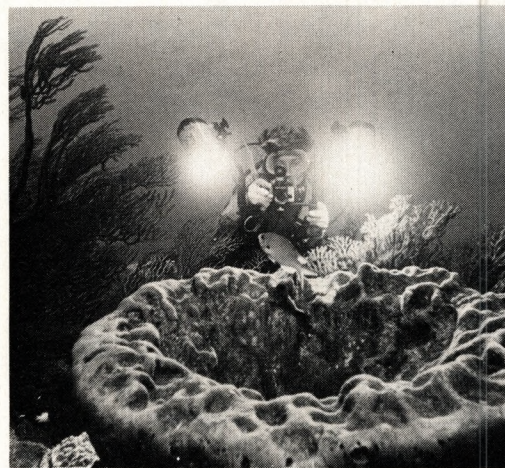
Alkaline cells are usually best for infrequent use, when conditioning fussy ni-cads would be a bother. Just open the package and the alkaline cells are ready for use. On long trips to remote areas, you bypass the hassle of carrying chargers and charging. Alkalines often give more flashes than a ni-cad, but the recycle time with alkalines gets longer after the first dozen or more flashes.

Some manufacturer's exposure decals and calculators are too complicated. Make a simple exposure chart that is readable at a glance. Use a label maker or use a black laundry marker to make big numbers on white tape.

15. Use a safety cord. The accessory wide angle adapters and diffusers available for some strobes have one common trait: Sooner or later they loosen and float away—even if installed correctly. Use a safety cord (or tape them in place) to prevent their loss.

16. Handle cords with care. If you've

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ever bent a paper clip back and forth until it broke, you understand why the wires and insulation inside a connector cord eventually break down. Therefore, avoid unnecessary flexing of the cords. Don't tug or yank on them and don't put the strobe down so the cord is bent at a sharp angle. A damaged cord may test OK topside, but fail underwater when squeezed by sea pressure.

17. Use down lines with discretion. If you tie your camera system to a line over the side of a boat, heed these warnings: First, make sure the brackets and fittings aren't stressed. If you attach the line to the strobe head, for example, it could detach from the camera and stretch the connector cord. Second, don't use a line if the boat is pitching—even with a rubber shock absorber the system is stressed. Third, make sure the camera doesn't bump bottom in shallow water. Fourth, don't forget to pull the camera in before the boat is moved!

18. Avoid the wild leap. Don't take a giant stride off a high platform while holding a large strobe. The impact can damage a strobe or camera. Sit on the plat-

form, lean forward and submerge the strobe and then do a forward roll into the water. Or, have your buddy hand you your system after you enter the water.

19. "Hold it here and here." If a non-photographer is to hand you your strobe after you enter the water, or take it from you after the dive, tell him/her exactly how to pick the system up.

20. Leave the strobe on. If you turn the strobe off in between exposures, it is certain to be off when that queen angel decides to stare into your facemask. Leave it on during the photo dive—the battery drain is minimal.

21. Leave it glowing. If you are finished taking pictures for awhile, turn the strobe off with the ready light glowing. Leaving a charge in the capacitor is good for it.

22. Let ni-cads run down. If you will charge the battery before the next dive, leave the strobe turned on during the trip back to your room. Ni-cads work best if you run them down before charging them. Establishing a pattern of partial discharging followed by partial charging may cause the ni-cad to chemically "remember" the pattern and deliver fewer flashes. If so, the ni-cad must be conditioned (tip # 1).

23. Avoid direct sunlight. Cover your strobe and other camera gear with a tow-

el or otherwise keep the tropical sun from baking it. Glues, electronics and batteries can be damaged by excessive heat.

24. Rinse after the dive. Loosen all arms, bars and brackets (but not cord connectors) ASAP and wash your strobe and camera in fresh water. The rubber cap on top of the Nikonos V film advance lever traps saltwater. We permanently remove this cap and rinse the screwhead beneath it. After drying, open the camera and strobe (if not sealed) to double check for leakage. With strobes having built-in ni-cads, remove the charge cap for a few minutes to allow the strobe to vent. If your Nikonos has unexposed film inside, you can take the lens off for inspection without harming the film.

25. Soak before prolonged storage. It doesn't matter if you washed your camera equipment at a tropical resort—the water may have been brackish (contained a small amount of salt). Soak the equipment in fresh water for one-half hour. If you suspect the water is brackish—however slight—buy some distilled water for that final soak. Clean and lubricate connectors, connector port caps and flash sockets whether or not they were used. Remove alkaline or ni-cad cells and charge built-in ni-cads before storage. During storage, charge ni-cads monthly to keep them in shape. 

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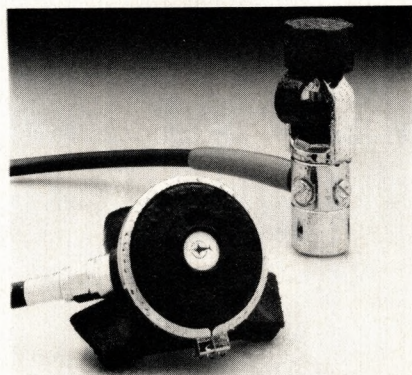
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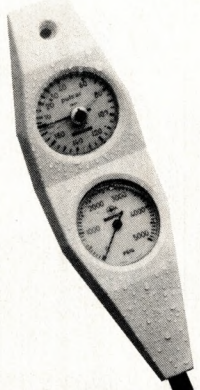


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WRECK FACTS

(Continued from Page 14)

CAROLINA ALERT

Very few divers I have contacted realize that the National Oceanic and Atmospheric Administration (NOAA) is trying to establish a national marine sanctuary off the coast of North Carolina. North Carolina divers and many others from as far away as the Midwest better sit up, take notice and form opposition groups to this proposal that will regulate diving on one of the most popular dive sites on the East Coast: the World War II German sub, *U-352*. This irrational proposal has been an official legal notice for nearly a year and it took Ed Caram, author of two books on the *U-352*, more than six months to find out about it. Ed is from Jacksonville, North Carolina and can be reached at (919) 346-3147. He is forming a group to fight the proposal and an unwieldy bureaucracy that starts with NOAA, then goes to OCRM: Office of Ocean and Coastal Resource Management and then to SPD: Sanctuary Programs Division!

In the legal notice from the government describing "preliminary consultation toward designation of a National Marine Sanctuary," it states: "Two separate areas are included and both lie entirely within Federal Waters, offshore North Carolina. The inner shelf site, called the Ten Fathom Ledge area, is approximately 15 miles offshore and includes such features as Ten Fathom Ledge, West Rock Area, Thirty Mile Rock Area and a World War II submarine wreck." The *U-352* is mentioned matter of factly and that's the way it will be treated within the bureaucracy. Brochures and other notices include bureaucratic double-talk such as: meeting pre-established resource criteria; interpretive programs initiated to promote understanding and appreciation of the state's resources; and protection for the long-term benefit of the nation.

The rotting, rusting *U-352* is going to be permanently protected and it's nice to know that our nation can now breathe a big sigh of relief. Sport divers who discovered the wreck, researched it, filmed it and organized a reunion of some of its original crew will be told what can and can't be done to the wreck. Rest assured, souvenirs such as the brass gear mechanism retrieved by Don Acheson or Mike Sheen's plastic marker from a lever in the forward torpedo room will be just fond memories. The sanctuary program will forbid this and you'll be subject to search, seizure and arrest if you retrieve so much as a nut or bolt from the *U-352*.

North Carolina sport divers, dive shop owners and charter boat captains are being ambushed by a federal program that will swallow up the *U-352*. Ed Caram sent me a 14 page government notice telling about sanctuary programs and the North

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Carolina proposal. At the end it listed an address in Washington where you can write for further information. I wrote, but nobody answered!

I hope you will write, not to NOAA, but to your congressmen and senators, protesting this proposal that emulates Big Brother's attempts to regulate us under the guise that what they are doing is for our own good. If we don't act immediately, this daydream conjured by federal bureaucrats will unfold as a nightmare for the sport divers of America.

Safe diving to all. Be sure to include a stamped, self-addressed envelope when writing; Ellsworth Boyd, 1120 Bernoudy Rd., White Hall, MD 21161. ✉

UNDERWATER WORLD

Underwater World recently moved into expanded quarters at 495 Easton Road, Horsham, PA 19044; (215) 672-4180.

Just up the road from the dive shop's former location, about eight miles north of Philadelphia, the new store represents a 500 percent expansion. In addition to the major scuba lines already in stock, Underwater World will offer casual wear, shells, nautical gifts and other water-sports equipment and instruction.

The NAUI Pro Facility certifies about 700 students a year, from basic through instructor. The shop offers both NAUI and YMCA certifications and a number of specialty courses, including photography and river diving.

The shop runs local dive trips to area quarries, the Delaware River and the New Jersey shore as well as to Florida, Bermuda, Bonaire, the Cayman Islands, Roatan, the Sea of Cortez, Truk, Palau and other popular dive destinations. ✉

TRUTH EXPERIENCE TRIPS

Truth Aquatics of Santa Barbara, California is offering Wednesday "experience" dive trips aboard the *Truth* to the Channel Islands through September. These trips are geared to the newly certified diver or the diver in need of a "reentry" experience. The captain and crew show their charges proper boat etiquette and demonstrate such techniques as entry, exit, suiting up, unsuiting, use of the current line, etc.

For more information contact Truth Aquatics, Sea Landing Breakwater, Santa Barbara, CA 93109; (805) 962-1127 or (805) 963-3564. ✉

AMRON HAZARDOUS DIVING TRAINING

Amron East Coast, a division of Amron International, is offering a comprehensive training program for hazardous and contaminated water diving. Until now, the program has only been available to government or military agencies.

For information contact Amron East Coast, Inc., 426 South Country Road, Brookhaven, NY 11719; (516) 286-4700. ✉

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Diving News

From Down Under

Quicksilver: Picnic On The Reef

TEXT AND PHOTOGRAPHY BY GERI MURPHY

A day aboard the *Quicksilver* is a distinctly rare experience for those seeking a quickie scuba dive, great snorkeling and a sumptuous lunch. It is like a picnic outing on the Great Barrier Reef, complete with all the trimmings and a few extra surprises. The trip is an ideal experience for families and for divers who wish to introduce the wonders of the reef to non-diving partners.

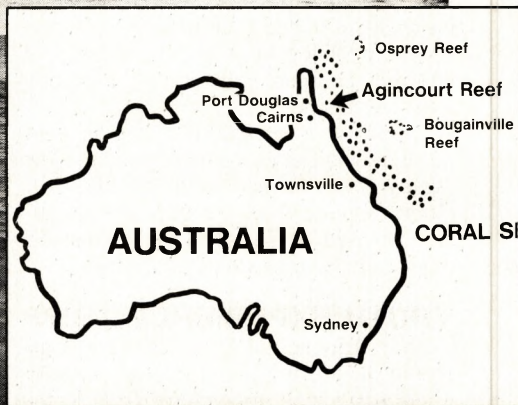
Based at the tiny seaport settlement of Port Douglas, the *Quicksilver* departs every day at 10:30 am and returns at 4:30 in the afternoon. Port Douglas is a one-half hour drive north of Cairns International Airport; a scenic trip on a modern highway.

The *Quicksilver* is a sleek, 65 foot, high speed aluminum catamaran that can carry up to 130 passengers and cruise at 26 knots. This incredible craft offers seating on two deck levels, air-conditioning inside, a full cocktail bar, a freshwater shower, videotape TV and a host of other creature comforts.

Each day the great ship streaks northward 45 miles to Agincourt Reef, a protected coral lagoon on the outer edge of the Great Barrier Reef. The area is extremely prolific with fish, mountainous coral formations and giant clams.

Moored in the center of the lagoon is a 30 by 80 foot aluminum pontoon that becomes the picnic area and operating base for the day's activities. Once moored alongside the pontoon, the *Quicksilver* serves a lavish smorgasbord-style lunch including giant bowls of shrimp, roast chicken, fresh salads and a dozen other delights. Loaded with their lunch plates, guests file off the *Quicksilver* and onto the pontoon, which is equipped with picnic tables and covered by a huge awning.

Those more interested in a snorkel before lunch start their day by selecting snorkeling equipment and descending to the water level platform for a swim around the lagoon. Meanwhile, a 50 foot semi-submersible submarine pulls alongside the pontoon to board its first group of reef watchers. The submarine tour affords a unique view of the reef with viewers remaining dry and fully clothed.



The 65 foot catamaran, *Quicksilver*, carries snorkelers and submarine riders from Port Douglas to Agincourt Reef on day trips. From the mooring on Agincourt, a 32 foot boat takes scuba divers to choice sites within a two mile radius.

In addition to submarine rides, snorkeling and a picnic lunch, the *Quicksilver* offers scuba diving excursions. Owned by Kerry Eckersley, the *Quicksilver* dive center consists of a 32 foot dive boat, two air compressors and 45 tanks. It can accommodate up to 20 divers per day. Dive-master Gerry Thomas loads guests at the pontoon and leads them to sites within a two mile radius of the *Quicksilver* mooring. Among the 20 available sites are such popular spots as the Nursery, a giant coral bommie in 60 feet of water, loaded with juvenile reef fish and small barracuda. Stonehenge is a magnificent coral wall rising out of 70 feet of water, with large coral boulders above the sur-

face. Clam Garden is a shallow reef loaded with giant clams. Drift Dive is a wall dive at the southern end of the reef where the wall rises up from 55 feet directly to the surface. Underwater visibility averages 65 feet year-round.

All activities aboard the *Quicksilver* are provided free as part of the base package price, with the exception of the scuba trips. These are available at an extra charge. In addition, guests can rent U/W cameras and Tekna DV-3 scooters.

For more information about, and prices for, the *Quicksilver* contact Dive In Australia, 50 Francisco Street, Suite 205, San Francisco, California 94133; telephone (415) 928-4480.

The Hydrodynamic Legend Is Born

SEA WING FINS

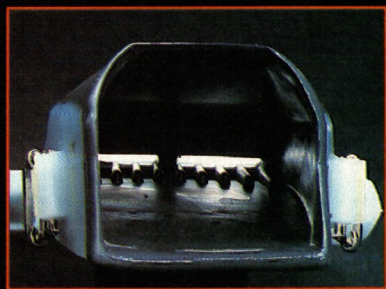
Appropriately named Sea Wing, these remarkable new fins combine the hydrodynamic features of a fish's fin with the principles of aircraft technology. The hydro foil shaped blades of the Sea Wing are not designed to simply push water backwards but to provide lift that translates into forward motion for the diver throughout the entire power stroke. The wing shaped blades act similarly to aircraft wings. Instead of wings lifting an airplane against the force of gravity, the specially designed blades of the Sea Wing push the diver forward. Most fins create Movement through opposing pressure waves. The Sea Wing uses hydrodynamic lift to produce forward motion.

The blades of the Sea Wing are open to undisturbed water flow. Other fins have ribbed side rails which start at the foot pocket and extend to the sides of the blade. These rails impede water flowing onto the fin blade, substantially reducing performance.

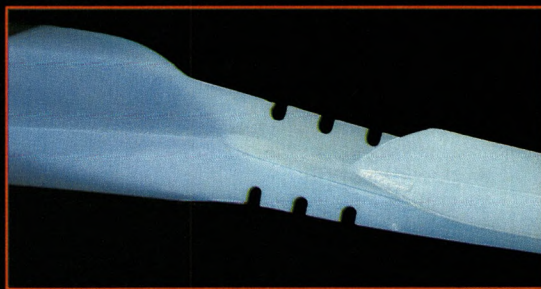
The Sea Wing is the first fin which allows the leading edges of the fin blade complete access to "clean" water.

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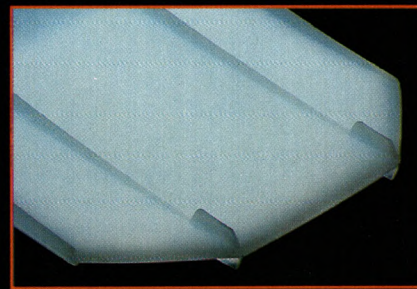
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BLACKFISH

(Continued from Page 20)

hone the sensitivity of your senses and stalk the tautog. One of the hardest positions for a diver to assume is one of waiting. The shortness of the dive seems to induce the urge to cover as much territory as possible in search of that one shot. If you know blackfish love to frequent the top of a boiler on a particular wreck, position yourself near the top and wait for the fish to swim over the edge. If you are near the bow or the stern, wait near the corner for the fish to swim around. The same holds true for rocky jetties and shoreline. Having mastered this technique, remain at the ready for the shot. Keep the gun aimed in the direction you want to shoot, not pointing down. Often, the time required to raise the gun and aim is all that is needed for the blackfish to make good its escape.

The shot should be planned to enter the fish right behind the gill plates, avoiding, if possible, the abdomen and tail. Blackfish are very fleshy in these areas and can tear themselves away from the spear. Avoiding the head is also important as the fish is very bony in this area and the spear will often bounce off.

The hunter is positioned—the heart beat begins to quicken—sounds such as breathing are intensified, the adrenaline begins to flow. This is the feeling, the one that hunters throughout millennia have thirsted for. And, then—the shot.

At the rear of the boat, the hunter smiles, his prize weighing in at 12 pounds, a specimen to be proud of. Still high from the adrenaline-filled experience, the hunter's thoughts slowly begin to drift toward the mouth-watering evening repast, served with continuing accounts of the day's adventure.

SEA GYPSIES

Founded in 1971, the New York Sea Gypsies is a not-for-profit, volunteer-run scuba group with approximately 145 active members. The Gypsies meet year-round and offer a wide range of Northeast and tropical diving trips for both new and experienced divers.

Club meetings are held on the first Wednesday of each month at 7:30 pm at McAnn's on East 45 Street (near Fifth Avenue) in Manhattan. Meetings feature first-hand accounts of recent dives followed by a diving related presentation by a guest speaker on such topics as underwater photography, resort and commercial diving, safety and marine life. Non-members are always welcome to attend the monthly meetings.

For information contact the Sea Gypsies, 445 East 80 Street, #14 E, New York, NY 10021; (212) 628-7181.

Robert L.
Straight



• HOUSTON •

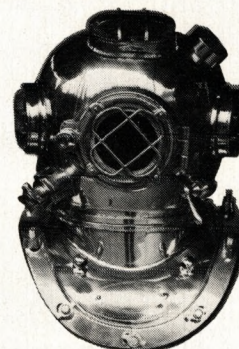


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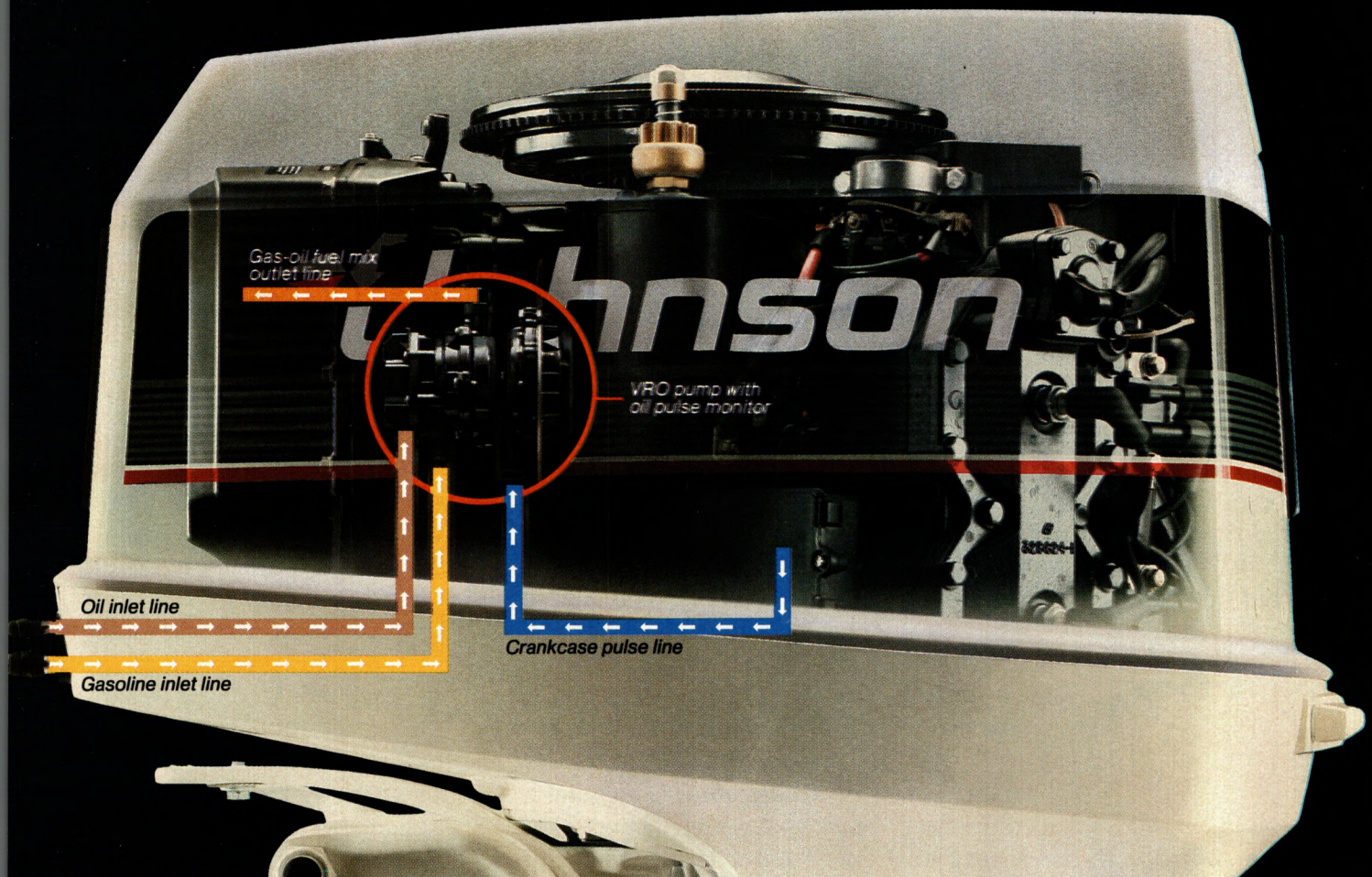
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"HOW'S THE VIS*?"

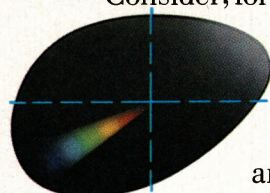
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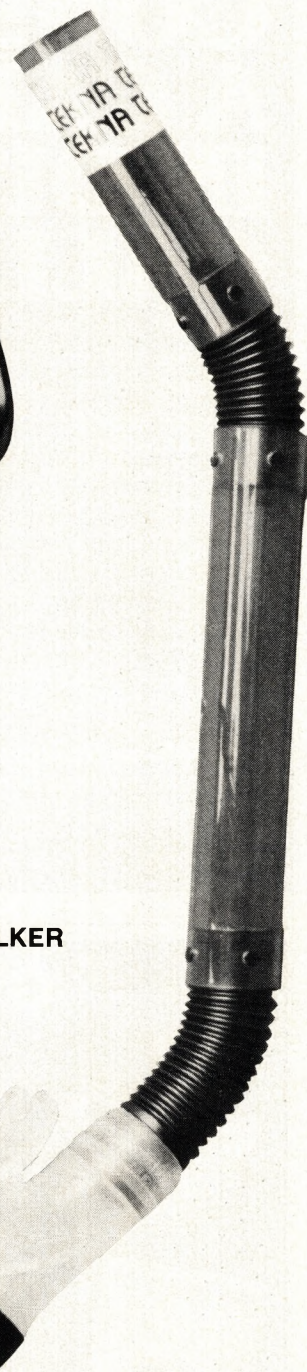


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TEKNA mask & snorkel

If you're bewildered by the array of face-mask styles available in today's market, take heart: Tekna has taken the best features available and combined them in three models. They are even numbered 1, 2, 3 for added simplicity. Mask 1 is a two lens style with side windows (see the July 1985 SDM), Mask 3 is a two lens style without windows, and Mask 2, the subject of this review, is a wide view, single lens design.

Mask 2, or more specifically 2SL, is the newest addition to Tekna's line. With a single tempered glass lens measuring only 5.5 by 2.75 inches, the mask achieves a wide angle of view. (In my case this was more than 90 degrees side-to-side and 130 degrees top-to-bottom.) This is accomplished by means of a relatively low volume skirt that allows the lens to be set in close to the eyes. Lower volume also means easier clearing and less drag underwater.

The skirt is soft, surgical grade silicone rubber and features a nose pocket and double face seal. The rugged polycarbonate frame is available in opaque black or transparent candy apple red, watermelon, cobalt blue, aqua or citrine yellow. (The black frame comes with a black silicone rubber skirt.) All styles have a black insert around the lens.

The mask strap is adjusted by easy to operate Strap Lok buckles. The strap ends wrap around rollers and are secured by spring loaded clamps. A one

handed pull on either end will tighten the strap; lightly pressing on the clamp allows the strap to be pulled back through to loosen it. Either procedure can be accomplished underwater. Plastic guides keep strap ends out of the way.

There's not much point to getting a watermelon colored mask if you don't have a matching snorkel. Tekna offers snorkels in each of the colors mentioned above. Each has a silicone rubber mouthpiece (the black snorkel has a black mouthpiece) and each has stylish black elbows at the bends. These look like flex joints but aren't. Their inner surfaces are smooth, for unrestricted air flow. The snorkel barrels are extra large bore—seven-eighths inch in diameter—for extra easy breathing.

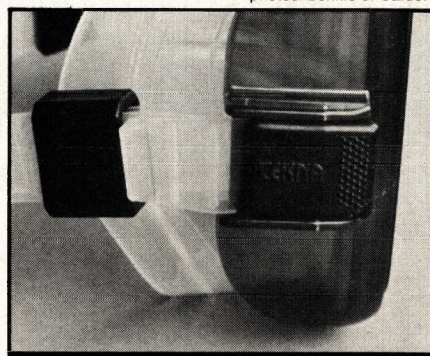
The mouthpieces swivel 360 degrees to position the snorkel for maximum comfort. They are available in two designs—a simple J shape and with a self-draining purge. The purge allows the snorkeler to eliminate most of the water in the snorkel after a dive merely by raising the snorkel tip above the surface. Both versions of the mouthpiece have collapsible bite tabs that conform to individual needs, reducing jaw fatigue.

The Tekna Mask 2SL retails for \$54.95. The snorkel with the basic mouthpiece is \$18.95 and the model with purge is \$22.95. Your Tekna dealer can give you a trial fitting. But remember, your toughest choice will be color! 

BY JIM WALKER



photos/Bonnie J. Cardone



The spring loaded buckles of the 2SL allow easy adjustment. Matching snorkels come with and without a purge.

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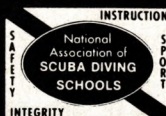
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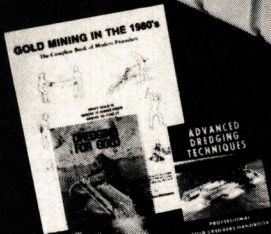
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For information and class schedules call, toll free, (800) 451-1113; in Florida (305) 451-1113. ✕

NEW JERSEY PHOTO CONTEST

The New Jersey Council of Diving Clubs is holding its first underwater photography contest. An entry fee of \$2 per photo, with a maximum of three photos for \$5, allows participants to enter any of the following categories: macro and close-up, wide angle, cold water close-up and cold water wide angle. Plaques or certificates of achievement will be presented for best in show and for the first three places in each category. Participation is limited to photographers from New Jersey, New York, Pennsylvania, Connecticut, Delaware and Maryland.

The contest entry deadline is September 15. Awards will be presented and the winning slides projected at the New Jersey Council of Diving Club's annual symposium November 8. Winners will be notified two weeks prior to the symposium.

For additional information and entry forms, contact Herb Segars, Dive New Jersey Photo Contest, 414 Green Grove Road, Neptune, NJ 07753. ✕

PADI RESCUE WORKSHOPS

PADI is offering one day Diver Rescue Workshops across the United States. These fulfill two important purposes: For divers who have not had extensive rescue training, they provide an introduction to the knowledge and skills taught in the PADI Rescue Diver course. For those who have had this training, the workshops provide the opportunity to review and practice important rescue skills.

The dates for the PADI Diver Rescue Workshops are: June 22—Monterey, California; August 3—Seattle, Washington; October 19—Atlanta, Georgia; November 16—Catalina Island, California.

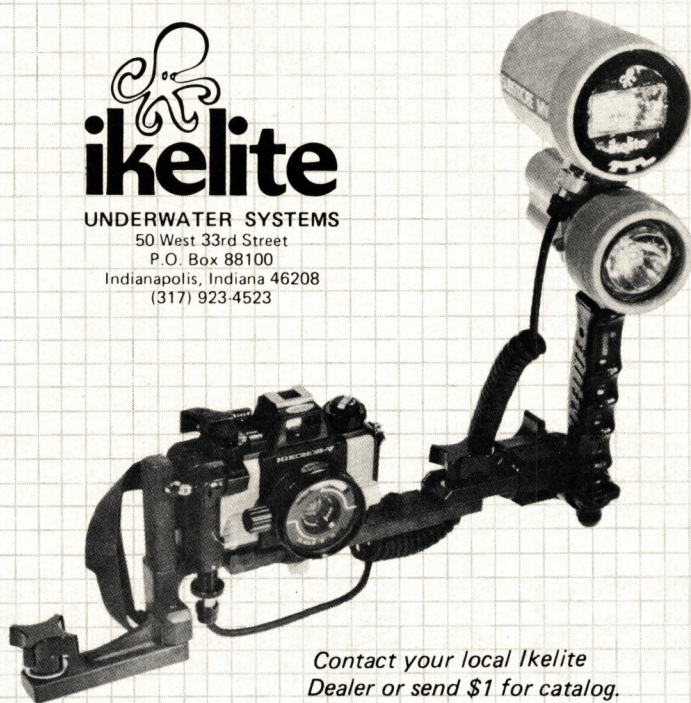
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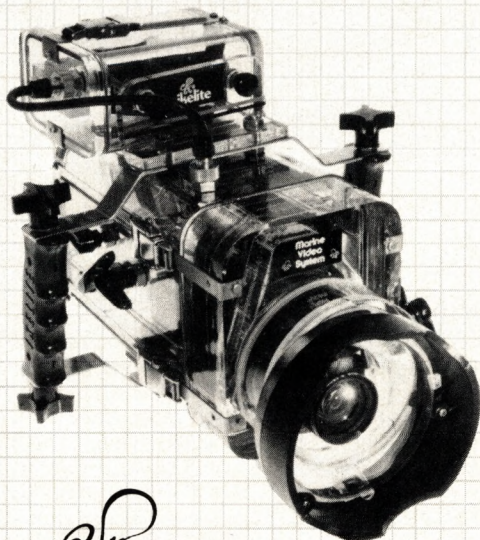
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SONY CCD M8U 8mm. Camcorder
SONY CCD Super Beta GCS-1 Camcorder

JVC GRC-1U Camcorder
JVC GRC-2U Camcorder

Ikelite also offers a custom installation service for cameras and recorders not listed.
For additional information contact Ikelite or your Local Ikelite Dealer.



JM COUSTEAU MASK & SNORKEL

TEXT AND PHOTOGRAPHY BY BONNIE J. CARDONE

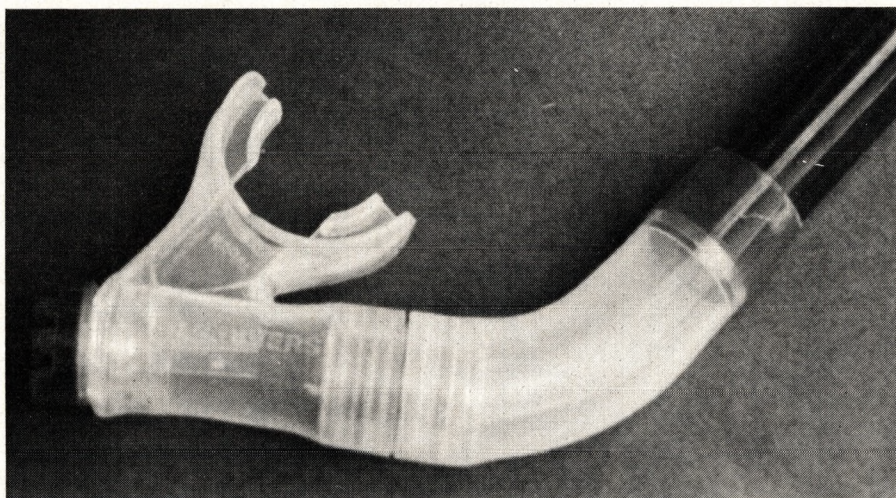
Your facemask is one of the most intimate pieces of dive gear you own. If it doesn't fit right, leaks or interferes with your field of vision, you are not going to enjoy diving. Fortunately, there is an incredible variety of masks available today. And, there is one to fit everyone, match any dive gear color scheme and suit almost any budget.

The top of the line mask available from US Divers is the JM Cousteau. This has a one piece, tempered glass lens. It comes with a red, blue, gray or black translucent frame and a crystal clear silicone skirt. You can also get the black frame with a black silicone skirt. The skirt has a double, feather edged seal and is soft and pliable. It bears repeating that silicone rubber is hypoallergenic; lasts practically forever; won't ever leave you with ring-around-the-face; lets light in so persons wearing it are photogenic; and eliminates tunnel vision.

The JM Cousteau mask is low volume so it's easy to clear. Because it fits close to the face, it affords good peripheral and downward vision.

The mask comes with a split head strap and US Divers' special strap locks. These let you tighten or loosen the strap even while you're wearing the mask. A nose pocket allows easy equalization.

The ideal snorkel to use with the JM Cousteau mask is the JM Cousteau snorkel. It comes with a bright yellow, high



The JM Cousteau snorkel has a self-draining purge valve and the mouthpiece swivels.

visibility tip. The barrel can be red, blue, gray or clear, to match or complement your mask. The mouthpiece and lower part of the snorkel are clear silicone. There is a purge valve at the bottom that allows water to drain as the snorkel tip breaks the surface, making clearing easy. The mouthpiece swivels so it can be positioned to suit you.

Both the JM Cousteau mask and snorkel come with US Divers Satisfaction Guarantee. This means if you are not satisfied with the performance of either one, you can return it within 30 days of purchase

and it will be replaced with something of equal or similar value. The mask and snorkel are also covered by the USD Two Year Limited Warranty. This guarantees the equipment to be free of defects in materials and workmanship, under normal use, proper care and reasonable maintenance, for two years from the date of purchase. This applies, of course, to the original owner.

The JM Cousteau mask sells for \$51; the JM Cousteau snorkel is \$22. You can see both of them at your US Divers Pro Line dealer. 



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UMS LEADERSHIP

Dr. Charles W. Shilling, executive secretary of the Undersea Medical Society (UMS) since 1973, has recently retired.



Dr. Charles W. Shilling

Replacing him is Dr. Leon J. Greenbaum, Jr., a research administrator at the National Institute of Health (NIH), whose career includes basic research and teaching of physiology and its applications in the field of deepsea diving.

The society's overall direction will not change as Dr. Greenbaum takes charge.



Dr. Leon J. Greenbaum

Like his predecessor, he hopes to stimulate renewed interest in government support for diving research. At the same time he plans to increase UMS involvement in clinical hyperbaric medicine. 🐬

CALL FOR AUTHORS

Sea Sports Publications is seeking clearly written, well-illustrated manuscripts of approximately 20,000 to 50,000 words, dealing with shipwrecks, dive sites and other dive related subjects. Presently, the company is mostly interested in the Atlantic East Coast, though other geographical areas will be considered. Standard royalties will be paid. Query first; report is made within six weeks. For writers' guidelines, send SASE to Sea Sports Publications, P.O. Box 647, Belden Station, Norwalk, CT 06852. 🐬

NAUI 10 WEEK COURSE

NAUI College's 10 week Professional Instructor Course continues to grow. The ten week program is open to all certified divers (instructors are welcome to enroll) who want to prepare for a full time career in the industry. Curriculum and admissions information, as well as a list of upcoming courses are available from the college offices at 27402 Camino Capistrano, Suite 103, Laguna Niguel, CA 92677. 🐬



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CALYPSO CHALLENGE

U.S. Divers is betting \$5,000 its new Calypso Buoyancy Compensator is "un-beatable." Just for coming into an authorized Aqua-Lung Pro Line dive shop and trying on the Calypso BC, a diver will be eligible to enroll in the U.S. Divers Calypso Challenge Sweepstakes and win a grand prize of \$5,000.

The Sweepstakes promotion is open to all certified divers and students enrolled in a diving class. No purchase is necessary. The contest ends June 30. A public, random drawing will be held early in July by U.S. Divers Corporation to determine the winner.

POLK COUNTY SEARCH AND RECOVERY

Twenty members of the Polk County (FL) Sheriff's Department dive team recently completed a specialty course in search and recovery. With a membership of 80, it is the largest all-volunteer dive unit in the state of Florida. The membership also completed a sheriff's department class in underwater police science and technology.

The unit was formed in March 1985, by detective Bob Wood and Hank Burgess of the Sheriff's Department. Since then it has grown steadily and now has a 24 foot Stardust pontoon boat, radio and Loran equipped. This boat handles six divers. In addition to the Stardust there is a 16 foot pontoon boat and four small pickup boats to shuttle divers.

The group has monthly meetings as well as monthly training sessions to keep up to date on the latest techniques. This summer, certification courses will be held for divemaster, advanced open water, cavern and cave diver.

For additional information or for an exchange of ideas you can contact detective Bob Wood at (813) 533-0444.

BOY SCOUT SEA BASE

The Boy Scouts of America Florida National High Adventure Sea Base, just outside Islamorada, offers a week long NAUI certification course to teenagers (both male and female) that includes meals and lodging. Those certified can enjoy a week of unlimited diving in the Keys and the Bahamas. A third option offers wreck diving and advanced certification.

The Sea Base also provides crewed and bareboat sailing; a Robinson Crusoe-type week on a primitive Key; and a variety of watersports such as windsurfing, fishing and snorkeling.

Members of the BSA and compatible youth groups may participate in the Sea Base activities year-round. For information contact the National Office of the Boy Scouts of America, 1325 Walnut Hill Lane, Irving, Texas 75038-3096; (214) 659-2000.

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PDSNY's UVTC

Robot submarines are here! Not only are ROVs (Remotely Operated Vehicles) being found offshore, but now they are in the harbors, the nuclear power industry and scientific research.

In response to this trend, PDSNY is encouraging all those interested in underwater work to attend the Underwater Vehicle Training Center in Houston, Texas. There is a need for qualified pilots and repair and maintenance technicians.

The Professional Diving School of New York is restructuring its diver training curriculum to include high-tech mixed gas bell diving to 300 feet and a robot submarine piloting module. This class is scheduled to begin in September. This summer, PDSNY will be concentrating its efforts in the areas of diving, scientific and medical research. Recent projects have included jobs for Timex, Citizen Watch Co., Texas Instruments and the U.S. Navy. Spring and summer projects include nitrox saturation for NOAA and deep (300-500 feet) welding research. The chambers of PDSNY's North American Hyperbaric Center, with their 1,000 foot capability, lend themselves to many such training programs. The chambers will remain a 24 hour service to the Diver's Alert Network and New York City EMS for emergency hyperbaric oxygen (HBO) therapy and medical research.

For more information on ROV Pilot/Technician training call UVTC at (212) 885-1120 or write c/o PDSNY, 222 Fordham Street, City Island, NY 10464. 🐙

NJ SKIN DIVERS

The New Jersey Skin Diving Club, Inc., with an active membership of approximately 100, has been in existence for 30 years. Club activities include monthly meetings, certification courses, NJ shore dives, an annual trip to Bermuda, trips to Pacific islands and social events.

For information contact the New Jersey Skin Divers Club, Inc., c/o Montclair YMCA, 25 Park Street, Montclair, New Jersey 07042. 🐙

NAUI EXTENSION

NAUI College, with the assistance of UNEXSO in Freeport, Bahamas, recently completed another successful extension Instructor Training Course. The ITC saw the certification of seven candidates as NAUI instructors.

A record number of resort and retail facilities have requested the college staff to come to their businesses to run extension ITCs. To handle this there will be staff additions in the form of full time instructors and part time alumni interns.

NAUI College has a diverse list of extension opportunities for 1986, a copy of which may be obtained at the school's offices at 27402 Camino Capistrano, Suite 103, Laguna Niguel, California 92677. Telephone (714) 582-0186 collect in California; (800) 423-7095 toll free outside California. 🐙

Some hard talk about a soft jacket.

THE ORIGINAL MANTA took its name from the Manta Ray because of the similar shape when laid out flat. Thinly styled and graceful like a Manta Ray to reduce drag. The first buoyancy system to introduce a softpack that makes diving more comfortable. There's nothing hard about the MANTA. Its soft nylon back and double Seaband attachment eliminate the need for a regular hardshell backplate. MANTA conforms to the body with the tank totally integrated into the buoyancy system, giving better balance and total diving freedom. SEATEC'S ORIGINAL MANTA is soft to wear, but so tough it comes with a one owner limited LIFETIME WARRANTY. If you want

the ultimate in open front comfort with adjustable size option, then demand the Original Manta at your local Seatec dealer.



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SEATEC'S COMFORT BELT secures jacket for more positive fit around waist, providing extra comfort and eliminating "ride-up".

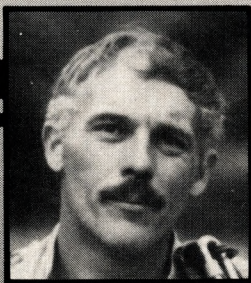


SEATEC'S OPEN FRONT gives more freedom for movement and allows for easy access to dry-suit valves. Our fully padded shoulder straps make it the most comfortable BC available today.



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When confronted with a life and death situation, you must be ready. Skills and equipment are just as important as your good intentions when it comes to saving a life. And you usually don't get a second chance.

Lifeguard Systems Inc. is renowned throughout the diving industry as being a little different. Whether you are a novice diver needing diving rescue basics, or are a seasoned paramedic requiring the latest in aquatic rescue techniques, Lifeguard Systems can train you. Our experienced staff provides unique hands-on training and support materials to prepare you for any aquatic emergency.

Anyone who takes diving seriously should be prepared to save a life. Talk to your professional dive store to sign-up for the program nearest you.



DIVE STORE

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Ed Rosacher

June 7, 8

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Anchor International Inc.
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Westmont, Illinois 60559
312-971-1060
Bob Sheridan

June 14, 15
August 23, 24

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Bridgeport, Conn. 06605
203-333-DIVE
Noel Voroba

June 21, 22

NEW YORK
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12 Bobby Lane
West Nyack, N.Y. 10994
914-358-6250
Ken Lindroth

June 21, 22

PENNSYLVANIA
Dudas' Diving Duds
101 Bartram's Lane
West Chester, Pa. 19382
215-436-0176
Evelyn Dudas

June 28, 29

NEW YORK
Scuba Network
290 Atlantic Avenue
Brooklyn, N.Y. 11201
718-802-0700
Steve D'Apuzzo

July 12, 13

FLORIDA
Orbit Marine Sports
1883 So. State Road 7
No. Lauderdale, Fl. 33068
305-974-REEF
Bob Good

Sept. 19, 20, 21



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DEMA DOUBLOON

David Lohr was the winner of a golden doubloon at a drawing held at the Diving Equipment Manufacturer's Show in Orlando, Florida. He owns Lake Orion Divers Den, a dive shop in Michigan. Paul Tzimoulis of SKIN DIVER Magazine pre-



Paul Tzimoulis presents David Lohr (center) with a rare golden doubloon donated by Sam Davison (right), Dacor president.

sented the rare Spanish coin donated by Sam Davison, president of Dacor Corp.

The coin, an eight escudo denomination worth thousands of dollars, is one of many found by world renowned treasure hunter Mel Fisher on a Spanish wreck in the Florida Keys. It was minted in Mexico 300 years ago, during the reign of King Philip V of Spain. The ship carrying the coin sank during a hurricane in 1622.

BROWNIE'S MOVE

Brownie's Third Lung, a firm specializing in surface powered air breathing systems, has moved to a greatly expanded facility. The move has enabled the firm to add a number of new products—one of which is an air lift system that moves sand and muck in a controlled manner to expose coins, relics and fossils. The power is provided by a low pressure compressor that can be worked independently or in tandem with an existing Brownie unit. The firm's partners, Joe Sink and Robert Carmichael, have recovered an impressive trove of fossilized shark's teeth and other fragments dating as far back as 20 million years.

Among other new products being introduced are underwater metal detectors and portable high pressure, scuba tank filling compressors.

The new 9,000 square foot facility is at 940 N.W. First Street, Fort Lauderdale, FL 33311. The 1,000 square foot showroom showcases the complete line of Brownie's hookah systems.

AQUAVENTURE

New York City's first charter dive boat, the AquaVenture, will offer dive trips from Manhattan's west side piers to the Valley of the Wrecks outside New York Harbor through the fall. Trips are being booked through Charlie George's Scuba World

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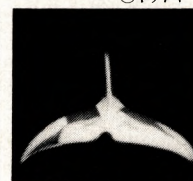
NATHANIEL ORIGINALS

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The Dolphin Ring

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Whaletail Pendant

Sterling w/chain \$35
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dive shop at 167 West 72nd St., New York City; (212) 496-6983 or 496-2220.

"For the first time," said George, "People who live and work in Manhattan, or who are visiting the city, will be able to be picked up and dropped off at either the West 23rd Street World Yacht Marina or the 79th Street Yacht Basin. Divers will avoid the customary extra expense of hitching a ride with a friend or renting a car to travel to any one of a number of New Jersey or Long Island charter dive boat locations. More important, on the way home, divers can relax on the boat and enjoy the breathtaking views of New York's skyline, while avoiding the traditional weekend traffic jams.

The *AquaVenture* is a 42 foot long, 15 foot wide fiberglass boat that has a capacity of 12 divers plus crew and is specially rigged for charter diving. It has the latest in sidescan sonar, Loran-C and depth sounding electronics and includes a Zodiac chase craft and freshwater showers. Tanks and weights are supplied on board. 🐠

FRINK/TRUK TOUR

This is the sixth year for the Stephen Frink Photo Tour to the exotic dive destinations of the world. These feature unlimited diving and special concessions to facilitate underwater photography, including loaner Nikonos equipment courtesy of Nikon Inc. This year's tour will be aboard the 170 foot luxury dive vessel *Thorfinn* in Truk Lagoon and the Pacific atolls between Truk and Ponape. The vessel can accommodate 22 passengers in 11 double, air-conditioned staterooms.

The tour will take place November 21-December 3. For further information or reservations call (800) 451-3737. See & Sea Travel will be coordinating the trip and communications may also be directed to them at (800) DIV-XPRT. 🐠

SPORT CHALET CALENDAR

Sport Chalet Divers of La Canada, California recently published its first yearly activities calendar. This eight page, glossy brochure was designed to keep divers informed of events for the entire year. Listed in it are all classes (open water, advanced, specialty, divemaster), all local boat trips (single, two and three day), exotic dive vacations and helpful travel information. Four foreign destinations are listed as well as more than 70 local boat trips.

"This was designed to keep the local, as well as visiting diver informed of trips and activities on the California coast," stated Jens Rubschlager, dive operations manager at Sport Chalet.

The Activities Calendar is free to all divers on a walk-in basis or can be mailed on request for those planning to visit the Southern California area. Sport Chalet is at 920 Foothill Blvd., La Canada, CA 91011. 🐠



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1986 marks PADI's 20th anniversary.
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the finest dive stores and the finest divers
in the world.



We've changed the way the world learns to dive.

SeaQuest ADVi



BY JIM WALKER

If your nickname has always been "Highpockets" because you tend to be long of leg and short of torso; or if, when seated, you find yourself looking down at the parts in people's hair; or if you're anywhere in between—SeaQuest's new Integral Pack option will allow one of its BCs to fit you to a T. With this option built into the Advanced Design Vest (ADV) you have probably the most customizable buoyancy jacket available: the ADVi.

The Integral Pack mechanism allows you to custom position the waistband of the BC through a range of heights in relation to the backpack, accommodating a variety of torso lengths. With the waistband at the proper height for you, a large portion of the weight of your tank rides on your hips, reducing back strain topside (especially with doubles). And, underwater you'll no longer have to suffer with a waistband riding too high or too low.

The mechanism for this adjustable waistband is rugged and simple: The tank supporting portion of the plastic backpack is sewn into the BC. However, between you and the backpack is a plastic support, anatomically shaped to fit your lower back. The BC's cummerbund is secured to this support and pads it. The support has four projections that pass through slots in the backpack and protrude to the far side. Seven rows of slots are available for positioning the support higher or lower (six positions). On the tank side of the backpack a stainless steel rod passes through the projections and secures them. The height of the support can be changed in seconds. The backpack comes in large and medium.

OK, that's the "i" but there's a lot more to the ADVi. We covered the Advanced Design Vest in the April 1985 SDM, but a review of its features and benefits is appropriate here: As alluded to earlier, the ADV offers several ways to make adjust-

ments. These include the Velcro® closing cummerbund, two snap-in chest buckles and the two shoulder straps. All these can be adjusted easily and quickly, but the shoulder buckles bear emphasis. Simply pulling down on the large D-ring at each shoulder tightens these straps. By pushing up on the plastic tabs above the D-rings the straps can be loosened.

The strap design keeps the diver's chest uncovered. This is perfect for drysuits with chest mounted inflation valves. This open design also positions the buoyancy chambers low, which in turn helps float the diver high and straight up at the

surface. The chambers are streamlined for easy movement through the water.

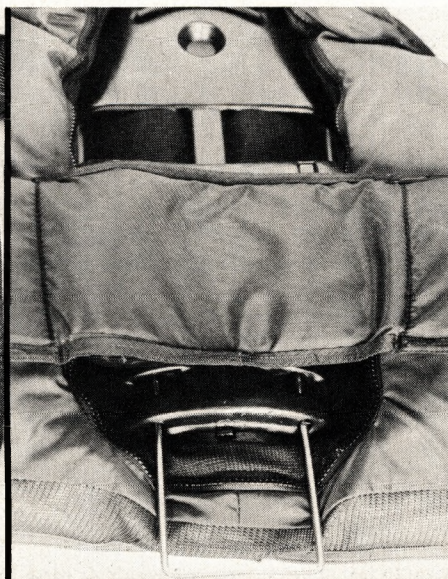
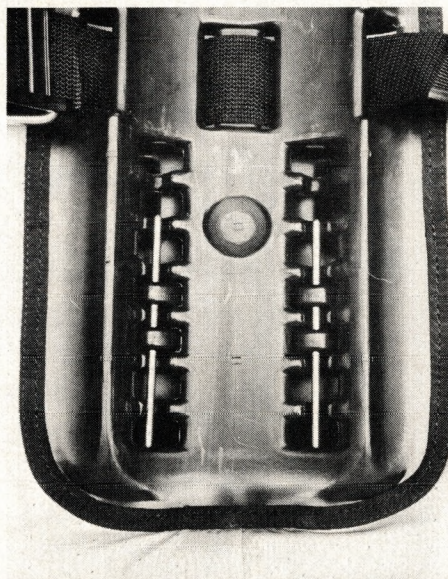
The ADV is made of rugged 420 denier DuPont 6-6 nylon and the inner bladder is 15 mil thick urethane. Mesh drain panels are built in. All seams are double needle stitched and there is sewn on/in edge taping and accent piping.

The ADV's Velcro closing pockets are large, self-draining and the pocket on the diver's right can be reshaped to accommodate an extra second stage. In this arrangement, a bright green tab guides your buddy to the octopus. The pocket on the diver's left has a clip inside for attaching keys, etc. A flap inside the pocket covers the optional CO₂ inflator mechanism and is held down with Velcro. The flap has a urethane backing that creates a wallet-like compartment for dive tables, C-cards, etc.

The ADV has an overpressure relief valve on the back right. The combination power inflator/pull dump is on the left front panel. A quick release low pressure hose is included.

The tank band is collapsible nylon webbing and there is a carrying handle at the top of the backpack. Hose guides are above the right shoulder and left pocket.

The ADVi comes in medium, large and extra large in navy/gold or black. The large size is about \$450 with CO₂ and slightly less without. If you're looking for maximum comfort and reliability in a BC plus all the latest features and custom adjustment both horizontally and vertically, the ADVi should satisfy. See it at your SeaQuest dealer. 



The Integral Pack option allows SeaQuest's Advanced Design Vest to be adjusted to varying torso lengths. A plastic support on the inside of the backpack (above right—behind waistband) has projections that pass through the backpack (above left). A stainless steel rod passes through the projections and secures them. Seven rows of slots in the backpack offer six positions for the support. The ADVi offers several other adjustments that allow it to be custom fit to each individual diver.

photos/Bonnie J. Cardone

Explore the depths with Casio's watersport watches.



With Casio's watersport watches you can take a dunk in the pool or a dive in the open sea. The rugged DW5400C—a 200 meter water resistant watch—features regular timekeeping functions as well as stopwatch, countdown alarms, daily alarm, hourly / half hourly time signals, calendar and micro light.

Casio's TS 1200 is water resistant up to 100 meters and indicates air and water temperature.

It features regular timekeeping and calendar functions and has a daily thermo alarm, hourly time signals and stopwatch. It can also tell the time in eight different time zones.

The MQW500C is a 100 meter stainless steel analog watch that features regular timekeeping and calendar functions.

The LQW100 is a ladies' 100 meter analog watersport watch featuring regular timekeeping functions.

Casio, the leading manufacturer of quality sports watches, offers a complete line of watersport watches—up to 300 meters water resistant. Prices range from \$10 and up, so even your wallet won't get soaked.

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Top end on the Black Max 135 puts you where no outboard in the class has been. In case you want to blow the cowling off the next guy's 140.

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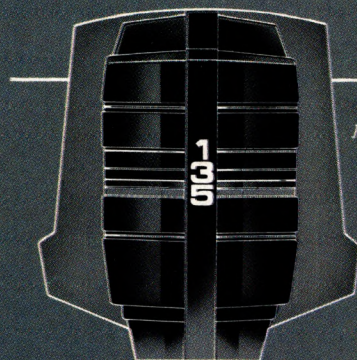
And while you might think extra cylinders would use extra fuel, our pulse-tuned V-6 has just the opposite effect. In fact, you

can stay out longer and travel further than the competition.

Two more cylinders' performance. Two more years' protection.

The oil-injected Black Max 135 is covered by one of the industry's most comprehensive limited warranties. And now you can further protect your investment with the optional Mercury[®] 2-year Product Protection Plan.

With all the advantages, we think everyone's going to want a V-6 in this power range. Especially our competitors. Now that they know what one is.



The sleek Mercury profile isn't just for looks. It's a result of our 60° V, which allows for a more compact powerhead that's slimmer than many V-4's. The design saves weight, runs smoother and makes it easier to see who's behind you.

Put the legend behind you.

**MERCURY
OUTBOARDS**



Interested in a dive boat—one that is the ultimate in safety; easy to maintain; extremely versatile; reasonably inexpensive; fast and stable on the water; forgiving when beached, run aground or rammed into other objects; lightweight, but capable of carrying astounding payloads, including several divers and their gear? How about one that has an expected life of 20 to 30 years; rides comfortably; requires surprisingly little horse power for good performance; can be transported in the trunk of a car, stored in a closet or the corner of a garage; yet is easy and quick to assemble and launch (even off the beach) by one or two people? All of these virtues in one boat? Yes! We're talking inflatables.

And, a good example of just such an inflatable is the Bombard C4. The Bombard line of inflatable boats is the namesake of Alain Bombard, who, in 1952, single-handedly crossed the Atlantic Ocean in an inflatable to further his research on man's survival at sea.

Alain received widespread recognition in Europe for his accomplishment; a fact that was not unnoticed when Angevinier Marine, of France, selected his name for its new line of boats 13 years later. For more than a score of years, Angevinier Marine has been making

quality inflatable boats. Since 1980 it has been operated as a separate company within the Zodiac Group. Fear not that Bombards are cheap versions of Zodiacs. The Bombard philosophy is, "We always strive to provide the best quality for the lowest price!" The Bombard C4 appears to bear witness to this statement.

The "C" in the model designation stands for Commando series, the top line of Bombard boats. The "4" represents the length, in meters—more accurately, 4.3 meters.

Many of the C4 features bespeak Bombard and Zodiac quality: the 1,100 decitex high strength polyester fabric; the PVC based coating (rolled into and onto the fabric under high heat and pressure, in a process called calendering), which gives the tube material its higher resistance to U/V radiation and chaffing, greater air tightness and longer life; the thermo-bonded seams made by fusing layers of material together under heat; the easy-to-grip, angled carrying handles on the tube sides; the interlocking, anodized aluminum floorboards that resist pitting and corrosion; the Strongan, water deflecting rubbing strake; and ten solidly attached D-rings (four for lifting, four for multi-purpose use and two for towing with a bridle).

The transom deserves special attention. It is beautifully made of 21 ply marine grade plywood, nicely finished and protected from engine wear and tear by a metal clamping plate.

THE INFLATABLES BOMBARD C4



TEXT AND PHOTOGRAPHY
BY GEORGE COZENS

BOMBARD C4

Length.....	Exterior 14' 1"
	Interior 9' 10"
Beam.....	5' 7"
	Interior 2' 7"
Number of chambers.....	3 (at 3 psi)
Passengers	6/2-4 divers
Payload.....	1,323 lbs.
Horsepower	55 max.
	25-40 recommended
Weight.....	189 lbs.
Color	black

Standard equipment includes: two self bailers, two mooring lines, two wooden paddles, one foot operated bellows pump, one pressure gauge, one repair kit and bags for transportation.

The rugged, 14 foot Bombard C4 can easily carry two divers and their gear on long trips; and four divers on shorter runs.



The Bombard C4 differs, however, from its Zodiac counterpart in two major aspects. The first is price: The C4 is less expensive (only \$2,400) than the similar Zodiac model. The second is keel design. Zodiac invented the inflatable keel and uses it in all of the models marketed under its name. Bombard, however, utilizes a unique, wooden, three-section, articulating modular keel. It has flexible joints that allow it to move with the rest of the boat, thereby distributing the main keel forces more evenly to the floorboards and tubes. A distinct advantage of this design is a sharper keel profile, which cuts the water, improving the already good performance of the gull-wing V-shaped hull.

To learn more about the Bombard C4, Bonnie Cardone, Executive Editor of SDM, and I ventured to P.A.M. Marine Inflatables. This dealer in San Marcos, CA, specializes in inflatables, accessories and service, in addition to a line of diving

equipment. From his many years of selling, servicing and using inflatables, Donn Morton, the proprietor, feels that many prospective buyers get too bogged down in details of design and materials. He believes the better manufacturers all make good inflatables using quality materials. Most important in making the best boat selection is the determination of the right size, weight and features to suit the buyer's needs. To help in reaching these decisions, consideration should be given to: intended primary use and destinations; typical number of passengers; size of engine desired; anticipated secondary applications; necessary compactness in storage or transportation; and budget limitations. The idea is to maximize the owner's enjoyment of boating activities.

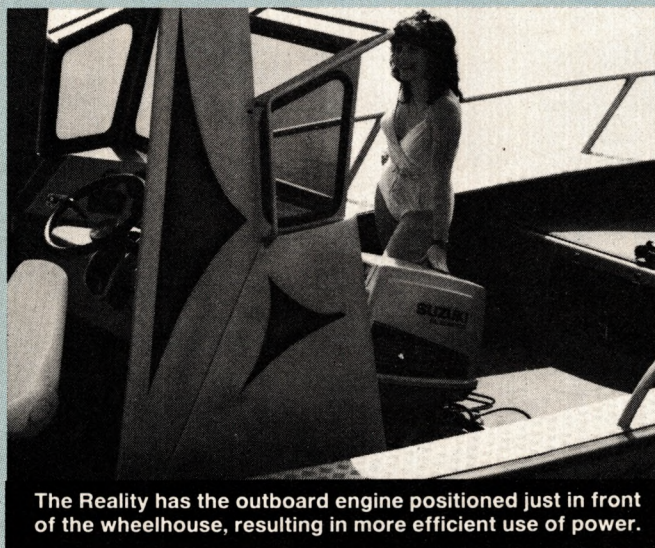
A case in point is the 14 foot Bombard C4. Depending on the amount of equipment, it can haul four or more divers safely and comfortably on shorter runs to off-

(Continued on Page 61)

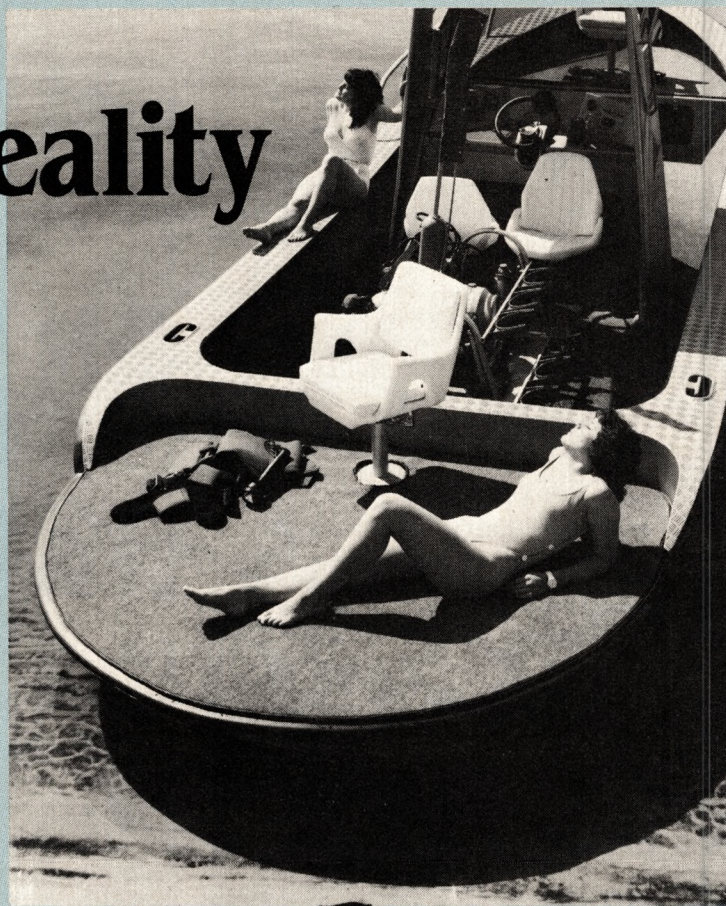
The Sea Fire Reality

The Boat With Front Wheel Drive

BY STEVE LUCAS



The Reality has the outboard engine positioned just in front of the wheelhouse, resulting in more efficient use of power.



Just because something is different doesn't mean it's better. Just because something looks strange doesn't mean it's wrong either. In the case of Sea Fire's new 29 foot Reality, being different and looking a bit strange may prove to be a superior design innovation.

I must admit when Ed Dickey, president of Future Marine Systems, first approached me about seeing his boat I thought he was just one more of those, "We know how to do it better!" guys. Ed and the boat's designer, Bill May, are 100 percent sure their boat is the hottest, most fuel efficient, best handling and most practical boat money can buy. But, when I spent a day going over the unique features of this boat, I couldn't retain my initial pessimism.

Several things hit you right between the eyes when you first see the Reality. First, it looks like a Chesapeake Bay oyster boat married to an Appalachian Bay oyster boat. The upswept bow is definitely designed to take some rough seas. Second, the stern is not square like almost every other boat you have ever seen. Its fantail is round and close to the water. Third, the engine is in the wrong place! Well, at first glance it *appears* to be in the wrong place.

Instead of having an inboard/outboard, the Reality has its outboard inboard. There's a great big hole in the deck just



photos/Ed Dickey

forward of the center console. This is where the engine is mounted. But not to worry! The boat is in no danger of sinking. In fact, its designers claim it can't sink! To keep it safely afloat, 135 cubic feet of closed cell urethane foam has been pressure injected between the one-eighth inch thick welded aluminum deck and the three-sixteenths inch 5086A marine alloy aluminum, double welded hull. The boat weighs only about as much as a standard 16 foot fiberglass bass boat, but the external skin is so tough it will deflect a 38 caliber bullet! Since the ure-

thane will not soak up water, the boat won't sink even if totally swamped. In fact, the hole in the middle doubles as the deck's drain system. The engine mount acts like an enormous scupper to allow immediate draining of any water that comes over the side, regardless of the quantity. Because of this ingenious design, bilge pumps are not necessary, eliminating an often troublesome maintenance problem.

The hydraulic center transom has six inches of vertical travel for the outboard. In addition to up and down, the engine



The front mounted engine will plane the Reality almost instantly and the unobstructed stern can be beached for easy gear loading. There is plenty of open deck space, a tilt steering wheel, flush mounted cleats, and pedestals for fighting chairs fore and aft.

tilts completely out of the water, making it possible to do such maintenance procedures as prop changes while staying dry. These tilt features are also your trim system. All the hydraulic pumps are in the center console to keep them away from saltwater intrusion.

The main advantage to having the boat bow driven is twofold. First, you have much better control. Just like a front wheel drive car, the engine pulls the boat instead of pushing. The boat's turning radius is not much larger than its own length, even at full throttle. Here's the reason. Imagine that the center transom was actually the back of the boat: It is only eight feet from the bow. So, when you turn, you are really turning only the first eight feet of the boat. It's just like turning an eight foot boat instead of a 29 footer. The rest follows on a pivot. The response to trim is also much quicker with the engine in the front. Only slight adjustments are required to force the bow up or down regardless of where the load is placed.

The real advantage to the center drive is engine size and fuel efficiency. In boats where the engine is mounted aft, a great deal of the power is wasted. Have you ever seen a rooster tail shooting high behind a boat? That's all wasted energy. Instead of wasting it, the Reality sits on it, literally. The center transom acts like a gi-

ant air scoop, putting a layer of air beneath the boat. All that air and foam serve as a cushion to reduce friction and drag between the hull and the water by taking advantage of a simple principle of physics: Air offers less friction than water. Since there is less drag, there is more speed and less fuel consumption. The boat can then utilize smaller engines.

You can feel the reduced drag the moment you take off. Getting on a plane is simply a matter of going forward (it will almost plane in reverse). You just can't tell when the boat jumps up. It seems to be planing the moment the throttles start forward, even with engines as small as (remember, this is a 29 foot boat) 40 hp! Most boats this size require up to 150 hp to plane. The bow drive is assisted in getting the boat to plane by a patented (the boat has a whole string of patents and patents pending) tunnel drive. This forces the thrust of the outboard through a 12 inch channel in the bottom of the hull that narrows as it reaches the stern of the nearly flat bottom. The effect is to force the boat up and off the water. Even in rough seas, the Reality stays under control owing to this fascinating and unique design. In addition, the boat always runs flat on the water, even when cornering at high speed. There is simply no lean, no tilt, no slide.

With an 85 hp outboard the Reality will hit speeds of more than 40 mph. That is simply not possible with any other boat design of this size we are aware of at this time. The engine efficiency with the tunnel and bow power is estimated by Sea Fire to be as much as 50 percent greater than boats with the engine rear mounted. They claim a fuel consumption (based on flow meter tests) of only five gallons per hour.

The Sea Fire is equally innovative above deck. "It has a lot of maintenance built out," says salty old skipper/designer Bill May. The rear step deck is only one foot above the water. This eliminates the need for a dive platform since the entire deck is one. With the engine center mounted, you can operate in water only eight inches deep and back the boat right up on the beach to make boarding simple. With the prop at the center, there is nothing to bang your head on when you come back to the boat.

There is a rub rail all the way around and the step deck and gunwales are fully lighted. The interior decks are fully carpeted all the way up the gunwales. Five bar, non-skid surface plate covers the step deck. Made in Germany, this three-sixteenths inch aluminum is used instead of the more common single star type because the crisscrossed pattern is more comfortable under foot and is definitely more skid resistant. A removable carpet covering for the aft deck is also standard.

A 77 gallon fuel tank is built beneath the aft deck. In this location, spilled fuel

never gets onto the main deck, eliminating a potential fire hazard. The tank is wrapped with closed cell, high density, Coast Guard approved poly foam. Fully padded to prevent an explosion should the boat ever be rear ended while in tow on a trailer, the unique tank has two fuel leads. One goes to the bottom and serves as the reserve, the other goes only 60 percent of the way down. With standard reserve tanks, you may find your spare fuel (which may have set for months) has fouled. Not so with this system. The main is also your reserve. The fuel runs through a three way valve that controls the reserve, main flow and fuel cut off, then through a water-separating filter on its way to a flow meter on the console. You can read how much fuel is being used at any given rpm as well as how much fuel has been burned.

The unique non-skid gunwales have nothing sticking above the surface to catch your feet, either. Three cleats are built flush to its top in recessed openings, one aft on either side and one at the center bow. The bow railing is welded to the deck and has a flattened surface for a comfortable hold. Below the 16 inch high foredeck is lighted storage with twin door access. Clear plexiglass allows you to see if the lights inside are on.

Seating is also unique on the Sea Fire. You can use pedestal chairs or a 151 quart cooler with two seats on top. The cooler is carpeted on the bottom to keep it from sliding on the deck.

There are fighting chair pedestals both fore and aft. Two positions are on the rear, one in the center main aft deck and one on the fore deck. Up front, you can brace your feet in any position while fighting the fish on the other end of your line.

The boat has several dozen unique features we just don't have the space to tell you about. But a couple are worth mentioning. The boat uses simple physics for a clean up vacuum and washdown with no mechanical parts. Water pressure is fed to a rinse hose via a controllable scupper beneath the boat. By turning it when underway, you catch seawater (the angle of turn controls the pressure) and run it through a washdown hose. Turn it another way and the hose becomes a vacuum cleaner. The boat also has a tilt steering wheel so you can run comfortably, standing or sitting.

And, there's more, more, more. I know it sounds like something out of the future, but it is just the Reality. You have to talk to the guys at Sea Fire to find out all there is to know about their dream come true. It sells in the low \$20,000 range, less engine and trailer. But remember I warned you. You just aren't going to believe it until you see it. Here's where to find Reality: Ed Dickey, Future Marine Systems, Inc., P.O. Box 956069, Deluth, GA 30136; (800) 241-5643 or (404) 925-1755.

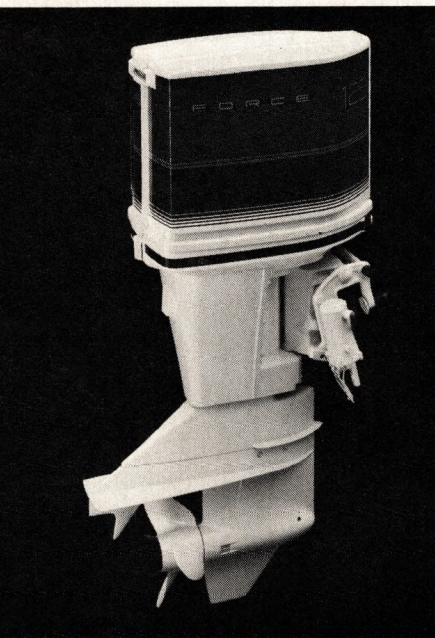


The Force 125

BY DAN MONTGOMERY



Owned by Bayliner Marine, one of the best known names in boatbuilding, U.S. Marine offers seven Force outboard models from 4 to 125 hp. The Force 125 can move a 19 foot boat, weighing 2,180 pounds with passengers and gear, at 42 mph. Twin 125s can power a 21 footer, with a total weight of 3,575 pounds, at 46 mph. The 125 has power trim and tilt.



If you're looking for a dive boat outboard that offers a solid combination of strong horsepower, simple maintenance and a price that won't curl your hair, take a long look at the Force 125. This engine is a concept that has evolved through the Bayliner Marine Corporation, the largest boatbuilder in the world. In 1984, Bayliner purchased the old Chrysler Outboard operation in Hartford, Wisconsin and began development of a line of dependable,

easy-to-own outboards that would logically complement the Bayliner range of boats. The result is a line of seven workhorses, from 4 to 125 hp, that carry 50 years worth of production history in their design and the new name of U.S. Marine.

Like Bayliner Boats, the Force outboards are priced with the average consumer in mind. The 125 carries a suggested retail price tag of \$4,050.

The price tag buys you an honest 125

horses in 99.2 cubic inches. It does not buy an automatic oil injection system, so the mix is the traditional 50:1 gas/oil ratio. The Force is a bare-bones, basic outboard—but it does have some nice options and features.

Standard on the 125 is a power trim and tilt package to help tailor the running angle of the boat to maximize speed at any throttle setting. The same power source tilts the unit out of the water without any wear and tear on the human element—a definite plus for a dive boat working over shoals and reef heads.

Surprisingly quiet, the 125 is cowled with an acoustic housing and exhausts underwater, keeping noise pollution to a minimum. A special buzzer is incorporated to warn the operator of excessive engine temperatures and a neat feature called fuel saving throttle (FST) allows for full spark advancement at low throttle to economize on fuel consumption.

In keeping with the user friendly aspects of the Force line, the CD ignition system delivers a quick, hot spark. This, in turn, creates complete combustion that keeps the spark plugs clean and stretches fuel. Since there are no moving parts in this ignition system, there is no need for ignition tune-ups. A simple spark plug change is just about as complicated as service gets on the Force outboard: I can handle that.

The features and benefits are nice and the price tag is great, but the question is: Will it run me, my dive buddy, 300 pounds of gear and a full load of fuel to the dive site and back without killing the whole day?

The answer is "yes" to a single 125; and "definitely yes" when you pair up two Force 125s in a twin mount set-up.

Performance data on the single 125 mounted on a 1910 Trophy Bayliner (a boat with a 19 foot length and a 7½ foot beam) shows a top end of 42 mph. Total weight of the boat, passengers and gear was 2,180 pounds—that's making a ton travel over water at a fine rate. Cruising speed was a comfortable 25 mph at 3,500 rpm.

Hang a pair of 125s off the transom of a 2110 Trophy (21 feet long with an 8 foot beam) and she tops out at 46 mph, with a total package weight of 3,575 pounds. The twin engine configuration is my choice, because I like a security blanket in addition to more power. If you're carrying a load of divers on some big water, the added assurance of two power plants can mean a lot. And, once again, the Force 125 is priced so a twin engine system doesn't require a second mortgage on the house.

In either case, the time to plane was about three seconds and the maximum operating range was right around 4,500 to 5,500 rpm.

As a choice for a dive boat propulsion system, the Force outboard is a strong



The Force 125 has an efficient CD ignition system with no moving parts to wear out. It has a noise reducing housing, a buzzer to warn the operator of excessive engine temperatures and a fuel saving throttle that allows full spark advancement at low engine speed.

contender. It's a solid piece of American engineering and is backed by one of the world's largest marine marketing and distribution systems. A 10 step corrosion protection package staves off the effects of saltwater. All fasteners below the waterline are stainless steel, as are the propeller and drive shafts. All aluminum parts are treated with a protective chromate layer and every engine is coated with a zinc chromate primer and a urethane corrosion barrier. Sacrificial zinc anodes are standard on Force outboards of 35 hp and up.

The engines come standard with six gallon fuel tanks and remote gauge and trim switches. It's a four cylinder, in-line engine with advanced cross-flow scavenging and twin carburetors for instant throttle response. A 13 x 9 inch, three blade prop is standard issue.

For an outboard that delivers, from a company with the biggest commitment to boating in the world, the Force 125 could be the engine you've been looking for.

For more information, contact: U.S. Marine, Dept. SDM, P.O. Box 24467, Seattle, WA 98124. 

FORCE 125

Power	125 hp at 5,000 rpm
Cylinders	4 in-line
Piston displacement	99.2 cubic inches
Full throttle rpm	5,500
Choke	Electric
Gear ratio	1.73:1
Fuel tank capacity	6 gallons
Motor leg length	std: 20"; opt: 25"
Ignition	CD breakerless
Starting	Electric
Trim and tilt	Power standard
Weight	300 lbs.

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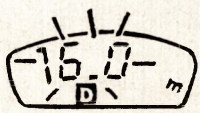
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Digital display used in features 1 through 6.

2 Depth Alarm

Setting the depth alarm will cause the buzzer to ring once a second for one minute should you exceed the targeted depth. Rise to shallower waters and the ringing will cease. Dive a second time past the limit and the buzzer will again warn you. Setting is possible from 1 to 80 meters, in units of one meter.

3 Dive Time Alarm

Alarm can be set in units of 5 minutes up to 60 minutes. Buzzer sounds twice a second for 30 seconds.

4 Maximum Depth Memory

Registers maximum for each dive in units of 0.1 meter up to 80 meters, so diver can re-check the figure after dive.

5 Dive Time Reading

Indicates elapsed dive time in the water. Automatically starts when diving exceeds one meter and automatically stops when the diving depth becomes less than one meter.

6 Dive Time Memory

Automatically records the duration of a dive deeper than 1 M. Simply switch on this display after diving. Time is registered for a maximum of 59 minutes and 59 seconds.

Pressure sensor

DEPTH	NO. TIME
12 200	30 25
15 100	35 20
18 60	38 15
21 60	39 10
24 40	42 30
27 30	48 5

No-decompression Limits

On the band, a list of no-decompression limits (U.S. Navy standard) indicates how long you can dive without undergoing decompression afterwards.

Safety Locks

Switching from the time display to the diving data display is impossible when the battery is low or there is a malfunction in the diving data system. When measuring water depth, the watch cannot shift to other functions. Also, a safeguard for the register ring prevents accidental backward turning.

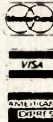
- Analog 3-hand watch (hour/minute/second)
- Digital time display (24/12 hour display)
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- Chime
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DIVING MEDICINE

(Continued from Page 12)

of this disease, and there is some relation to stress, it would be best to dive where cold stress is minimized.

There is no known problem with azulidine and diving, and no direct interaction with cortisone and sport diving. Cortisone has several side effects that could cause a problem with infection, skin injury and severe stress, but these are generally not a problem in warm water diving.

THE BIG THREE

There are some concerns about diving with diabetes, in particular the risk of insulin induced hypoglycemia and the possibility of getting a hypoglycemic reaction while diving. There have been several cases of diabetic divers who became hypoglycemic, blacked out and drowned underwater. Because of this risk, we advise diabetics who are taking insulin not to dive to avoid the risk of a serious accident while underwater.

There are, however, diabetics who dive. They take special precautions to avoid hypoglycemia and usually dive with a buddy who is trained to provide assistance if it occurs.

ASTHMA

The problem of diving with asthma is the increased risk of developing lung damage and air embolism if a bronchospasm occurs underwater. In diving, there is always a risk of lung damage and air embolism, which injures the brain like a stroke. Avoiding this problem is a matter of training. This risk occurs on ascent when the air in the lungs must ventilate properly. If there is any delay in emptying the lungs during ascent from a dive, the lungs will become overinflated and rupture. When this happens, air in the lungs enters the blood, goes to the brain and causes a stroke.

It is essential that there be normal emptying of the lungs, therefore divers must be free of asthma. If there are no problems with wheezing, and a physician can be sure there is normal airway resistance, then diving is safe. Residual wheezing, or evidence of bronchospasm on pulmonary function testing, may mean there is a risk of an accident with possible permanent brain injury during ascent.

The cold, dry air breathed during diving and the possibility of getting a spray of cold water in the airways that can trigger an asthma attack, make it risky to dive.

EPILEPSY

We don't recommend diving to those who have epilepsy that requires medication to control. The problem arises because of the risk of having a seizure while underwater. Cases where that has occurred resulted in the victim drowning.

The underwater environment can pro-

duce changes in oxygen and carbon dioxide effects that may induce seizures even when the disease is well controlled in normal daily activities.

If it gets to the point that medication is not needed and there are no problems for two or three years, then a person could consider diving.

Question: Is there any problem in diving with silicone breast implants?

Answer: I mentioned in a past column that there seemed to be no problem with breast implants. And, there is no theoretical reason why they would be a problem. I have heard from one diver with breast implants who is doing well. 

BOMBARD

(Continued from Page 55)

shore kelp beds and reefs, and two or so on longer trips. It can be used to take the family on a harbor tour, to pull a skier, or for camping excursions. According to Morton, the C4 is an excellent example of an all purpose diver's boat. With no bow cover, it has more usable space for gear. And, there are lots of lifelines and D-rings for use as tie-downs. If needed, tank racks or other specialized accessories can be bolted directly to the aluminum floorboards. Additionally, the large tubes provide enough buoyancy for lots of dive gear and/or a heavy engine. A small puncture won't mean the end of the vacation, since it can easily be repaired with a standard parts kit.

The Bombard C4 is simple to assemble and inflate, taking two people perhaps 20 minutes. Or, it can be trailered. Maintenance is a snap: Rinse after use, inspect visually for wear and tear, and remove any pebbles that might get lodged under the floorboards. If professional service is needed, there are hundreds of Zodiac dealers in more than 80 countries worldwide to help.

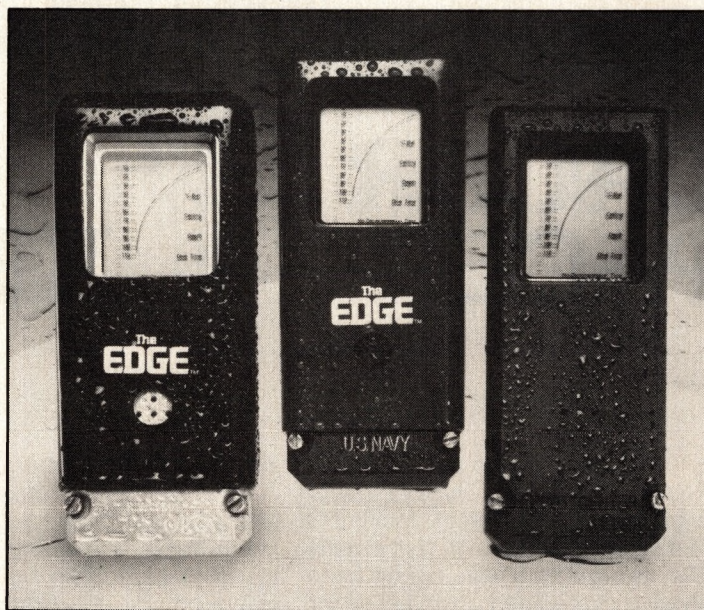
For our test run, Randy Sherman of P.A.M. towed the Bombard C4 to Ocean-side Harbor on one of the store's lightweight, custom made trailers. Launching took only minutes and we were soon headed for the open sea. Powered by a Mercury 35 and loaded with three passengers and diving gear for two, the C4 easily traversed the large swells at the harbor entrance and planed without hesitation over the ocean surface farther out. At speed, some bouncing over the chop was noticed, but this was not too objectionable. The gull-wing V-hull seemed to dig in when turning tight circles at speed, with only a little sideslip noticed. And, on straight runs the C4 tracked like an arrow. Despite the poor weather the sea trial was exhilarating.

After the inspection and test ride, I'm inclined to agree with Donn Morton: The Bombard C4 does appear to have all the fine qualities of a really versatile, extremely safe, multi-purpose dive boat. Taking the C4 for a test run may just bring out the real commando in you. 

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PACER 360

SDM SPECIAL SERIES ON REGULATORS

**DACOR
PACER**

XLE 360



TEXT AND PHOTOGRAPHY BY ERIC HANAUER

Despite its location far from the ocean in suburban Chicago, Dacor is a pioneer full-line diving equipment manufacturer, dating back to the early 1950s. Its regulators have always been innovative and earned a reputation for dependability; from the two-hose Dial-a-Breath of the '50s through the single-hose Dart and Olympic series of the '60s and '70s.

Today's Dacor models are called Pacers, an acronym for Positive Air Controlled Equalizing Regulators. The Pacer series has been updated for 1986, with two redesigned first stages and new wide diameter hoses. To signify the improvements, the new generation has been designated XLE. All three regulators in the Pacer series share a common second stage. First stages are available as diaphragm or piston models. The top-of-the-line XL 950 is the only one that continues basically unchanged from 1985. Its balanced diaphragm first stage features two high pressure ports and four low pressure ports on a swivel block. The middle model, XLE 760, has a balanced piston first stage that includes

the same swivel port arrangement.

Our attention this month is directed to the lowest priced regulator in the Pacer series, the XLE 360. For \$200, the diver can obtain breathing performance nearly equal that of the more expensive models, sacrificing only one low and one high pressure port and the convenience of swivel mounting. Like the upscale 950, this one has a balanced diaphragm first stage. All internal air passages have been enlarged for a greater airflow volume with less mechanical restriction. The yoke assembly has been beefed up to accept pressure ratings up to 3,300 pounds. A new, larger knob offers a positive grip for easier mounting on tanks.

The 360 first stage offers a "turbo assist" booster system that enhances airflow. One of its three low pressure ports is marked with an X. This is where the primary second stage should be attached. Behind the X port is a small aperture that draws additional air from the diaphragm chamber. This venturi effect keeps the valve seat open longer while air is demanded. Actual airflow into the hose is 140 psi

while the diaphragm is reading 120 and remaining flexed. As a result, tests show a flow rating of 28 cubic feet per minute at 1,000 to 1,800 psi tank pressures. This booster system operates only during inhalation and only on the X port. It is available exclusively on the 360 first stage in the Dacor line.

Low pressure hose fittings have been enlarged to one-half inch diameter (from three-eighths inch) to accommodate wider hoses. Airflow volume to the second stage is increased and turbulence reduced by the greater diameter of these hoses. Standard hose length is only 26 inches, which could be a bit short for some divers. You can order the optional octopus hose, which is a generous 39 inches long.

The 360's second stage is identical to that of its more expensive counterparts. No significant changes have been made in this successful design. Now, however, if you want to coordinate your regulator with your mask and wetsuit, Dacor can supply a plastic front cover in your choice of Divecolors. Pink, turquoise, red, yellow, blue and black covers are available to re-

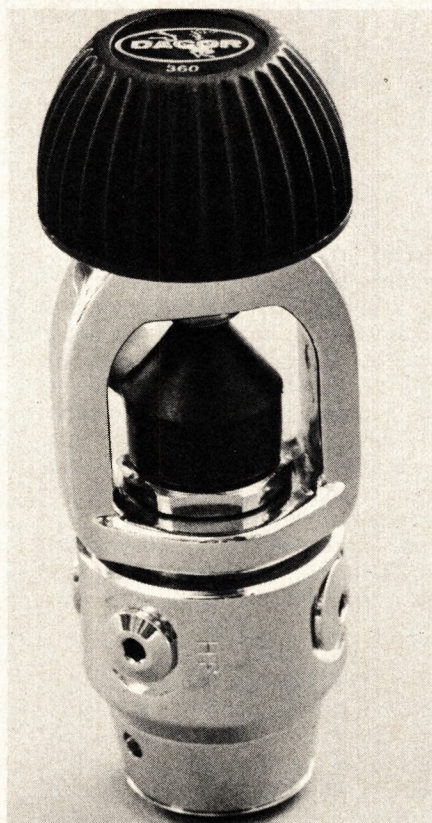
DACOR XLE 360

First Stage:

Type.....Balanced diaphragm
Maximum pressure3,300 psi
Materials...Chrome plated brass body
Neoprene seat
High pressure portsOne
Low pressure ports....Three, 1/2" diam.
Intermediate pressure140 psi
Flow at 1,000 psi....28 cu. ft. per min.
Environmental protectionOptional
Hose length26"

Second Stage:

TypeDownstream, lever action
Venturi assisted
MaterialsCase: chromed brass
Diaphragm: silicone
Two exhaust valves: silicone
Mouthpiece: silicone
Seat: neoprene
OptionsPlastic cover/6 colors
Octopus/39" hose
WarrantyLimited lifetime
Price\$200



The Pacer second stage (below) has an upswept exhaust manifold and a silicone rubber mouthpiece. Colored front covers are available to replace the standard chrome piece. The XLE 360 first stage (left) has three low pressure ports, one of which is marked with an X. The X port is where the primary second stage hose attaches and offers "turbo assist."



place the standard chrome piece. At \$6 each, a diver could have a different color for each day of the week.

Pacer second stages offer three unusual features to enhance breathing ease and reliability. A series of curved baffles in the mouthpiece act in conjunction with a flow vane attached to the demand lever to provide a venturi effect for increased airflow. At the same time, part of the flow is deflected by the vane to reduce surging and free-flow, common complaints with high performance regulators.

When the regulator is removed from the mouth, water is allowed to enter a corner of the mouthpiece and flow behind the diaphragm. This equalizes pressure and stops any freeflow within a few seconds.

The third feature consists of dual silicone exhaust valves, coupled with a new upswept exhaust manifold. This results in more effortless exhalation.

Dacor's new clear silicone mouthpiece addresses another problem that has long plagued regulator designers. Although inhalation ports are designed for maximum airflow, the end result is

diminished if the diver's teeth partially occlude the opening. The Pacer's textured bite pads are thicker, keeping the diver's mouth open wider with the teeth farther apart.

Earlier Pacer models have earned a reputation among repair specialists for ease and economy of service. George Garrison of National Scuba, Huntington Beach, California, estimates annual overhaul cost at about \$30. He pointed out that the injection molded high pressure seat is very sturdy and Dacor's replacement parts inexpensive.

Our test of the XLE 360 showed it to be a steady performer with no disturbing idiosyncracies. Cracking effort is very low and airflow is good, although not up to the standard of the highest performing regulators at depth. On the other hand, it exhibits no high freeflow tendencies. If removed from the mouth with the mouthpiece up, a steady stream of small bubbles emerges. After about ten seconds the flow stops, even if you don't turn the mouthpiece down.

When sipping air, the feel is quite natural, with just the slightest sensation of pumping air into your mouth. That's

probably the venturi effect at work. No water leaks are apparent in any position. When descending head first, a slight airflow occurs. Otherwise, odd positions and gyrations have no major effects. As a matter of fact, there was less degradation of performance when I was on my back looking up than with my comparison regulator, an ultra-high performance model.

Clearing was easy, requiring just the slightest puff of air. Movement of the purge button is limited, depressing the diaphragm just enough to blow out the water without wasting a lot of air. On a regulator that clears so easily anything more would be overkill.

The Pacer XLE 360 represents a mature design that has been further improved by changes to the first stage and by the wider diameter hoses. It is a basic, smooth performing regulator, which, at \$200, offers an attractive package for the entry level diver. For an octopus second stage, Dacor's plastic Aero is available for an additional \$85. For further information, contact the manufacturer at 161 Northfield Road, Northfield, Illinois 60039. 

Technifacts

BY E.R. CROSS



Emergency rescue is a special kind of work for exceptionally skilled and well trained divers. The activities of the Los Angeles County Sheriff's Department Emergency Services Detail were described in last month's Technifacts. This month we will detail some of the literature, training programs and courses available for sport divers who want to prepare for this rewarding aspect of commercial diving.

Deputy Keith Mitchell of the Los Angeles Emergency Services Detail told me, "It took me five years from the date I applied until I was actually a member of this unit." Another deputy sheriff, Bill Angione said, "Each applicant must sit in front of the entire unit. The members want to know: What motivated you to want to become a member of this group? How have you prepared yourself for this rigor-

ous duty?" A sport diver who has demonstrated a high degree of motivation toward becoming fully qualified to engage in emergency diving will have a better chance of reaching those objectives. It seems to me that a sport diver who wishes to participate in this sort of work should have at least an instructor rating. Lots of water time is also essential. The sport diver should keep in mind that not all emergency and rescue diving is conducted by members of a sheriff's department: There are freelance commercial divers who specialize in this.

RESCUE DIVER ORGANIZATIONS

An organization known as the International Association of Dive Rescue Specialists, 2619 Canton Court, Fort Collins, CO 80525, provides four kinds of mem-

berships for rescue divers:

A. Special membership: Available only to graduates of approved International Association of Dive Rescue Specialists (IADRS) schools. Annual dues, \$15.

B. Regular membership: Available to individuals involved in water rescue and recovery work. Annual dues, \$20.

C. Associate membership. Available to persons or firms that provide products or services to IADRS members. Annual dues, \$100.

D. Team membership: Available to teams of rescue workers who want to join as a unit. Dues run from \$50 to \$100 depending on the size of the group.

The International Association of Dive Rescue Specialists has long recognized the need for raising and establishing safe, standard practices for water rescue professionals. It is felt the establishment

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of such standards will help promote self regulation of a profession by those who know it best. The association publishes a newsletter called SearchLines that is sent to all members. The publication is designed to let IARDS members exchange ideas, experiences and knowledge.

RESCUE DIVER TRAINING PROGRAMS

Dive Rescue Incorporated/International, also at 2619 Canton Court, Fort Collins, CO 80525, offers courses that will help prepare a sport diver for an exciting career in emergency and rescue diving. Courses available include:

1. Dive Rescue I (Public Safety Diver, Level II)
2. Dive Rescue II (Public Safety Diver, Level III)
3. Ice Diving
4. Ice Rescue
5. River Rescue
6. Rope Rescue I
7. Rope Rescue II
8. Rope Rescue III
9. The Underwater Investigator.

Number 9 is an intensive course covering state-of-the-art methodology of underwater investigation. It is designed for members of law enforcement agencies but should be useful for an advanced sport diver who wishes ultimately to become a dive rescue specialist in a law enforcement agency. Properly qualified

sport divers or groups of trainees sponsored by law enforcement agencies are accepted for these courses.

An organization known as Search and Recovery Associates also provides an intensive course for advanced divers interested in either a career in search and recovery or in attaining advanced qualifications in the YMCA or PADI programs. The address of this organization is P.O. Box 1105, Alpha, NJ 08865.

RESCUE DIVER PUBLICATIONS

The basic text for the dive rescue specialist is a well researched book entitled *The Public Safety Diver Manual*. This details tactics for a wide range of underwater operations.

For an advanced diver interested in dive investigative techniques, the 112 page manual, *The Underwater Investigator*, would be helpful. This was written by Royal Canadian Mounted Police veteran, Bob Teather. It details a variety of proven procedures for adapting modern investigative procedures to diving work. The author has had years of practical experience on countless operations that would benefit an advanced diver interested in this field.

Both of the above publications are available from Dive Rescue Incorporated/International, 2619 Canton Court, Fort Collins, CO 80525. This company can also provide divers and organizations with

the specialized equipment and material required to make successful rescue missions. Their 20 page catalogue lists such gear. Also, it seems to me, some of the equipment would make possible exciting adventures for an advanced sport diver looking for new challenges.

MARINE ARCHAEOLOGY COURSES

This question was received from Vincent Komenda of Parma, Ohio, who wrote, "I am 19 years old and hold three diving certifications. I am interested in a career in marine archaeology. I would appreciate knowing about schools teaching this subject."

To date I have been unable to find specific mention of courses in any of the disciplines leading to a degree in marine archaeology. However, there are bits and pieces of information that indicate some programs at some universities may offer such courses.

The University of South Carolina, Columbia, SC 29208 probably has courses. The state's underwater archaeology resources are managed by Alan B. Albright, Underwater Archaeologist, whose office is at the University.

The U. of Pennsylvania has a marine museum and may also have courses leading to career in marine archaeology.

The University of New Hampshire has done marine archaeology work and pos-

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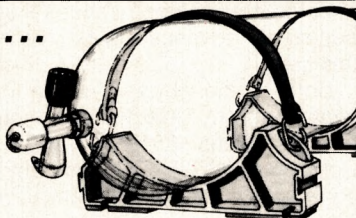
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TECHNIFACTS

sibly has courses in such work. In Lake Champlain (in both New York and Vermont) there are many wrecks and other sites of great historical value. The Champlain Maritime Society, P.O. Box 745, Burlington, Vermont 05402, is very active in marine archaeology and could probably advise readers of schools and possibilities in that field.

Finally, a reader might find pertinent information in copies of *The International Journal of Nautical Archaeology and Underwater Exploration*. This publication is available on a quarterly basis and can sometimes be found in local libraries; or the library can get copies for reference.

In the one-half dozen or so books on marine archaeology in my library there are three that might prove helpful:

A. *Nautical Archaeology, A Handbook for Skin Divers*, by Bill St. John Wilkes, published by Stein and Day, NY.

B. *Archaeology Beneath the Sea*, by George F. Bass, published by Walker and Co., New York.

C. *History Under the Sea*, by Mendel Peterson, published by Smithsonian Press, Washington, D.C.

All of the above are interesting but probably B and C would be most helpful. Try your library for these publications.

A small handbook entitled *A Sportdiver's Handbook for Historic Shipwrecks* is available for \$1 from Northeast Marine Advisory Council, NEC Administration Building, 15 Garrison Avenue, Durham, NH 03824. It is quite good.

If Technifacts readers know of colleges or universities having courses leading to marine archaeology degrees, please write Technifacts, c/o SKIN DIVER Magazine, 8490 Sunset Blvd., Los Angeles, CA 90069.

SEA HUNT VIDEOS

Many of today's sport divers have seen or heard of early diving motion pictures and TV series. Letters from readers regarding the list of old diving films in a previous Technifacts indicates a more widespread interest than I had suspected. One reader I have been unable to help in regard to his specific "want" is John Penzer of Saratoga Springs, FL. He wrote, "I am very interested in obtaining VHS videotapes of the 1957-1961 TV series *Sea Hunt*, starring Lloyd Bridges. Can you or your readers help me find out if these are available?"

It seems unlikely that the *Sea Hunt* series will be available owing to copyright and probably because residual payments may have to be made. However, there are some possible sources for the series. Try Movie Newsreels, P.O. Box 2589, Hollywood, California 90028 and Nation-

al Cinema Service, P.O. Box 43, Ho-Ho-Kus, NJ 07423. The National Cinema Film Service does have a 12 chapter lot of Undersea Kingdom.

Black Hawk Films, from whom I have purchased both 8mm and 16mm films with U/W themes, has a number of interesting films with excellent U/W footage. The films that I have in my library were listed in the November 1985 Technifacts.

Next month, be with us to learn how an aluminum ingot becomes a scuba tank. Find out the good and the bad (almost all good) about aluminum dive tanks. 

WATERMAN VIDEOS

Stan Waterman is offering his films on one-half inch video cassettes for \$37 each. Write for description and title list to: Stan Waterman Films, 16 Hunter Rd., Princeton, NJ 08540. 

DIVE TABLE VIDEO

CME Video Productions is offering a new instructional video cassette, How to Use Dive Tables. The video is a complete instructional packet that includes a detailed training guide and sample tables. The script was reviewed and approved by a panel of recognized diving authorities including Dr. Peter B. Bennett, director of the Divers Alert Network.

The video provides in-depth instruction on the four U.S. Navy Dive Tables and includes a comprehensive review of recommended safety precautions.

For more information contact Cowart Marine, P.O. Box 23399, Fort Lauderdale, FL 33307 or call (305) 563-9808. 

FLORIDA SHIPWRECK CHARTS

Scuba divers, snorkelers and beachcombers alike will be interested in the three 20 x 28 inch combined nautical charts from Spyglass Publications of Florida. Entitled Snorkelers' and Divers' Guide to Old Shipwrecks of Florida's S.E. Coast, these charts contain compass bearings and cross ranges for more than 50 vintage shipwreck sites. Included are all known locations of the Spanish treasure fleet wrecks of 1715 and 1733. Some sites are so close to shore that artifact scatter patterns may extend for a mile along some beaches—hotspots for metal detector enthusiasts and beachcombers.

Although no treasure hunting is allowed on these shipwrecks without a state salvage lease, they are all part of our historical heritage and as such are free for public viewing.

In addition, the guide details all Pennekamp Coral Reef State Park and Key Largo Marine Sanctuary reefs and wrecks with courses to and from these sites. The charts may be ordered from Spyglass Publications, P.O. Box 485, Chattahoochee, FL 32324. 

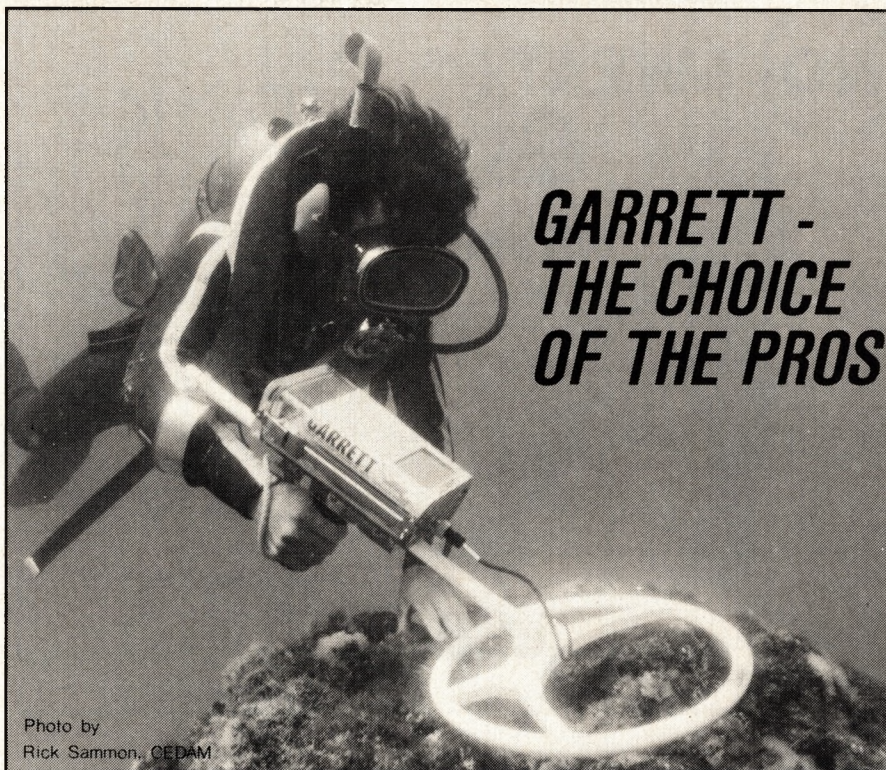


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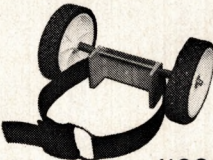
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THE NORTHERNER

A Lake Michigan Jewel

**TEXT AND PHOTOGRAPHY
BY RICHARD TRIEBE**

Ask most wreck divers to describe their ultimate dream and they are very likely to say it would feature a virgin shipwreck. Should that wreck be an intact wooden sailing vessel well over 100 years old, you have the makings of a once in a lifetime experience—one I was fortunate enough to have had recently.

My partner, John Lynch, and I left Chicago by 6:15 am to head north on Tristate 294. We were bound for Port Wash-



Deadeye on the *Northerner's* railing.

ington, Wisconsin, a boat called the *Dive-master* and the sweetest little schooner wreck of them all, the *Northerner*.

An 81 foot, two masted schooner, the *Northerner* was headed for Chicago in November 1868. On the morning of the 29th she sprang a leak off the coast of Wisconsin, but no one realized it until it was too late. Her holds were piled high with cordwood that hid the rising water. Then the unthinkable happened: Her cargo shifted and she capsized in 135 feet of water. Her panicky crew barely had time to escape in her yawl.

Today the *Northerner* rests upright on a sand and silt bottom virtually intact; a perfect jewel of preservation.

When the dive boat anchored over the wreck, I was first in the water. Because I was burdened by bulky camera gear, my buddy, John, easily overtook me. I followed him down, with the bright mercurial bubbles from his regulator swirling around me. The water got colder and darker the deeper we went: First it was a delicate lime green, then a rich jade, then a somber perplexing olive. It was as if we were going into a deep, dark pit. Soon, I was aware of nothing but blackness, a few feet of line and the mechanical hiss and click of my regulator. The numbing cold took my breath away and I felt the overwhelming urge to suck harder for more air.

At 120 feet a shadow loomed below. I made a paratrooper-like landing on the deck. John was there clutching a wooden railing, his eyes wide open. I gave him the OK sign and paused to check my camera settings and gauges. When I looked up he had turned away and was intent on the rail. The limited visibility (a very, very dark five feet) and his broad back blocked my view. I swam closer and, on top of the starboard railing, I saw a row of wooden deadeyes. They lay cocked at random angles, harboring bits of decaying rope as if waiting for someone to fix and tighten lines. Shipboard of them was an empty belaying pin rail. The pins probably floated away when the ship foundered or when the ropes deteriorated.

We swam forward, passing more deadeyes, until we reached the graying, silt covered windlass. It was enveloped in coils of rusting anchor chain. My attention was caught by a lone lawyer fish perched atop the ratchet. He didn't swim away or show any fear as I moved to inspect the corroding heaps of chain.

Suddenly, John grabbed my arm, pointed to his watch and motioned straight ahead. Our limited time dictated we must keep moving to see everything. I nodded and followed his lead. Out of the gloom the beginning of the bowsprit appeared, cradled between two short pieces of timber. Dropping over the railing, I was amazed at what I saw. Beneath the bowsprit the stem gently curved to complete a well formed beak. Directly under the beak was a beautifully hand-carved, scroll figurehead. I marveled at its design and superb preservation. Bits of white paint could be seen in the crevices. What a thrill: a view from the romantic past when iron men sailed wooden ships on a perilous sea!

Then John grabbed my arm and tugged. I looked wildly to my right, expecting to see the maniacal grin and rotting flesh of some dead seaman. I was relieved to see it was only John. He motioned to something on the hull. When I swam over, I saw a fishnet with silver floats draped over the bow. What a perfect picture of a shipwreck!

We ascended to the deck and worked our way along the port railing, passing

(Continued on Page 87)

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IMPERIAL WRAP AROUND BOOTIES



BY JIM WALKER

It's too bad they don't have fireplaces on dive boats. If they did, that would be the perfect place to sit back, chew on your pipe and prop your feet on the hearth. And, instead of slippers, you'd wear Imperial's Wrap Around Booties—they're that comfortable.

The Wrap Around Bootie is made of soft, stretchy three-sixteenths inch foam neoprene—nylon two for comfort and durability. The outside is navy blue and the inside, black. The seams are glued and then blind stitched on both the outside and inside for superior strength. This stitching doesn't penetrate entirely through the neoprene, eliminating the possibility of water leaks through stitch holes. The edges (ankle top, etc.) are covered with stretchy, sewn-on tape for comfort, good looks and long wear.

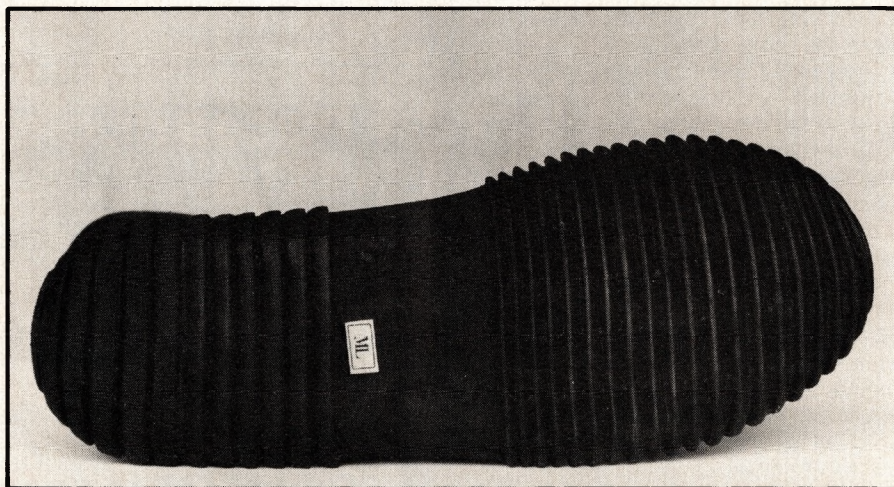
A rubber sole is vulcanized to the bootie. It is thick enough to provide protection when walking over rocks, etc., yet flexible enough to adapt to the foot pocket of any fin. The sole's tread features a unique, three part design. The front half of the sole has ribs running across the foot that are angled slightly backward for pulling traction. The forward part of the heel has similar ribs angled forward for stopping traction. The rear of the heel has wider, more flattened ribs for comfort. The idea is somewhat like tire designs that place different treads in different areas to meet different needs.

The feature that really sets this bootie apart in the areas of comfort and convenience is the wrap around ankle. Open all the way down the back, the bootie allows the diver to slip his/her foot inside in an instant, without any hassle whatsoever.

The Wrap Around Bootie is extremely easy to slip on and off, and offers an ankle opening with adjustable diameter. As comfortable as a slipper, the Wrap Around features a unique, three part tread design.



photos/Bonnie J. Cardone



Then the ankle flap is wrapped around and secured by closing a Velcro® panel. There's no struggling to pull the bootie on or off (breaking fingernails or damaging the bootie) and there's no zipper to pinch or bind. The flap overlap keeps water entry to a minimum and the diameter of the ankle opening can be altered for comfort.

The Wrap Around Bootie is perfect for drysuits with attached latex booties, providing insulation and protection. Wrapping the ankle tightly should help prevent air from moving into the foot area. With wetsuits, the bootie can be worn under

the pant cuff by virtue of the mid-ankle attachment of the flap. Thus, the cuff doesn't have to fit over two layers of bootie. And, if you're a maverick, you can wear the bootie over your wetsuit pant cuff. Either way, they're warm and extremely comfortable.

The Imperial Wrap Around Bootie retails for \$42. It comes in sizes from extra small to super extra large and, as mentioned, the ankle can be further adjusted for individual fit. Try a pair on at your Imperial dealer. You just might want to wear 'em home! >>>

BELIZE

EXCLUSIVE SDM TRAVEL GUIDE



BELIZE

Doorstep To The Western Caribbean

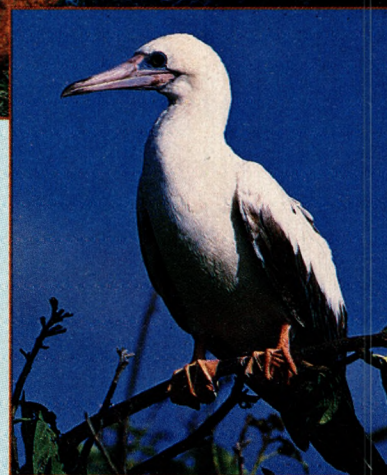
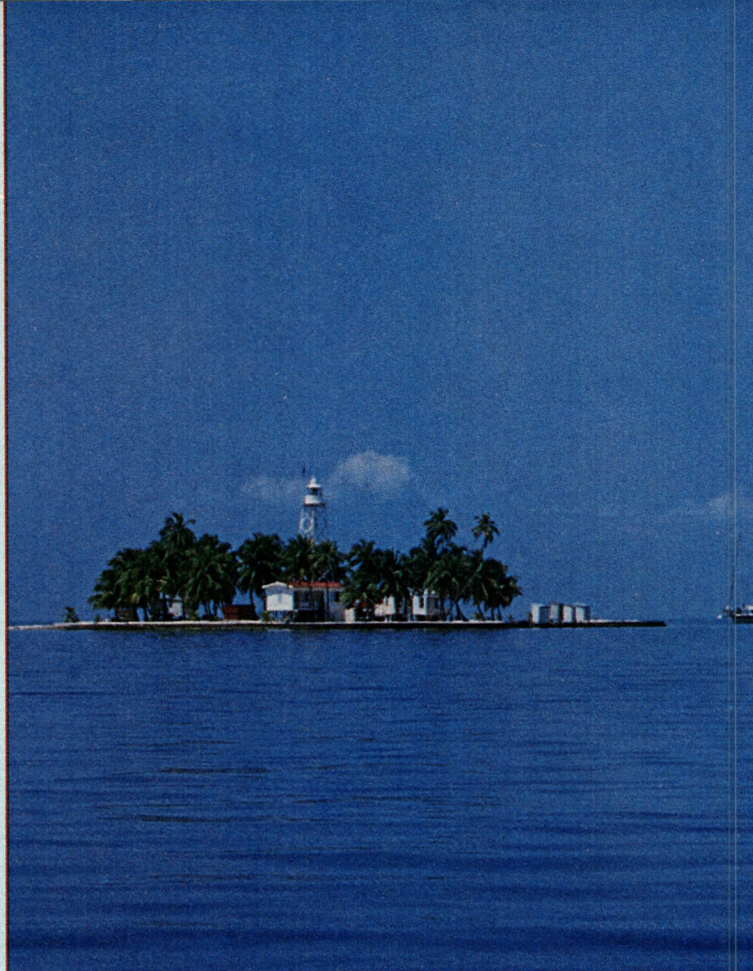
TEXT AND PHOTOGRAPHY BY STEPHEN FRINK

Belize is one of those rare areas of the diving world you almost don't want to talk about, not because it isn't thrilling, but because you'd prefer keeping the magic to yourself. But with a barrier reef extending over 185 miles, and three major atolls each ringed by a coral perimeter of at least 50 miles, there are more than enough unspoiled dive sites to go around.

Belize is on the western shore of the Caribbean Sea just to the south of Mexico's Yucatan Peninsula. The 88th meridian of west longitude transects the barrier reef approximately in a line due south of Chicago, Illinois and the latitude of the country is about the same as the Virgin Islands at the north, and Guadeloupe Island at the south end of the country. The international airport is in Belize City, about 725 nautical miles from Miami and about 750 miles from New Orleans.

The historical roots of the country derive from Europe, Africa and the Americas. The first known inhabitants were the Mayas and the archaeological heritage of their culture is still strongly in evidence today. Apparently the Mayan civilization peaked between the fourth and ninth centuries in Belize, southern Mexico, Guatemala and Honduras; then began a rather sudden, unexplained decline at the end of the ninth century. While tourism is encouraged to the Mayan ruins that dot the interior of Belize, the Antiquities Law says any artifact more than 100 years old is the property of the state and may not be removed from the country.

The Spanish roamed the coast of Belize in the 1500s, but did not colonize the area. It was not until 1638 that a group of shipwrecked British sailors began cutting logwood, a textile dye used in British mills, and established a European presence in the region. The British colonized the coast to harvest the logwood, and later mahogany, bringing slaves from Jamaica for the labor force. The black population soon outnumbered the white, but years of Spanish raids continually affected the populations. The British ultimately provided protection against Spanish harassment and by 1779 the area became known as British Honduras. Slavery was abolished by 1834 and the population was further influenced by an influx of Carib, Mestizo and Mayan refugees. Today the major population groups include African and Afro-European (60 percent), European, Beli-



Belize diving includes barrier reef action with colorful tropicals and macro creatures as well as atolls farther offshore where pelagic fish cruise. Island resorts and live-aboard boats offer equally attractive, but different vacation experiences. Top: The *Present Time* off English Caye. Above: Unusual orange sponge, Turneffe Islands. Right: A booby at Half Moon Caye; divers at Caye Chapel; the *Isla Mia*.



BELIZE

zeans derived from the Maya, Mestizo (Spanish Mayan), Asian, East Indian, Afro-Carib and American. With such a substantial melting pot of races and cultures, Belize is refreshingly removed from

prejudice. In 1964 the country became self-governing and in September of 1981 officially became known as Belize.

Tourism has become a significant industry in Belize, especially with the emphasis given the industry by the new governing force. In a country just larger than the state of Massachusetts there exist mountainous rain forests, coastal mangrove swamps, scenic plateaus, fascinating rivers with rapids and waterfalls, Mayan ruins and, of course, the barrier reef.

The point of arrival for most Belize tourism is Belize City, the largest city in the country, with a population of about 50,000 (one-third of the country's 150,000 residents). We arrived in Belize

City via a new TACA Boeing 767 on a two hour direct flight from Miami. This flight was especially pleasant, with an in-flight movie at no additional charge. Tan Sahsa and Challenge International Airlines also fly into Belize City. Between the two airlines there are daily direct flights arriving and departing Houston, Miami and New Orleans, making Belize among the most accessible Western Caribbean dive vacation destinations.

Belize City is generally a staging area for a tour either to the country's interior for general tourism or to the cayes along the barrier reef and atolls for watersports enthusiasts. Tropic Air and Maya Airways offer reliable and convenient intracountry transit. The international flights generally arrive in the mid-afternoon and the options are to take a short connecting flight to one of the cayes; rendezvous with a live-aboard dive boat; rent a car to tour the interior; or overnight in Belize City.

The FORT GEORGE HOTEL is one of the lodging favorites in Belize City. On the waterfront and central to the downtown area, the Fort George features 43 air-conditioned double rooms, each with color television and HBO. In addition to the restaurant, lounge, swimming pool and gift store, all of which might be expected of a quality hotel, the Fort George also offers a travel agency and a duty free counter. It has a new dock facility running more than 500 feet from shore and able to accommodate boats of eight foot draft. Diving, fishing and yachting charters may now pick up their guests at the Fort George Hotel.

Other hotels in Belize City include the Bellevue and the Villa Hotel, as well as numerous smaller lodges.

Immigration and customs formalities will occur on arrival at the Belize International Airport. A passport is not necessary but helpful. Minimal requirements for citizens of the United States, Canada and the United Kingdom are roundtrip tickets and either a birth certificate or voter's registration.

It is illegal to remove or export coral or to spearfish on scuba in Belize and visiting tourists should scrupulously abide by these regulations.

The U.S. and Belize dollars are used interchangeably at most places with the U.S. dollar being worth two Belize (BZ) dollars. The electric current is standard 110 volts 60 cycles, but at some of the more remote resorts will be generated by the resort rather than municipal service. While this generally does not affect the reliability of the service, occasionally the generator may shut down for awhile at night. Telephone service is available in Belize City and throughout much of Ambergris Caye, Caye Chapel, Caye Caulker and St. George's Caye, as well as at most settlements throughout the rest of the country.

Belize lies in the trade winds area, but the presence of the coast and mountain ranges affects the weather patterns to a

BELIZE DIVE OPERATIONS

AMBERGRIS CAYE

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Sefereno Paz, Jr.
San Pedro, Belize, C.A.
Phone: 011-501-026-2057
U.S. Contact:
P.H. Latshaw
P.O. Box 123
Kansas City, MO 64141
(816) 361-2345

Captain Morgan's Retreat

Sam Jones
San Pedro, Belize, C.A.
U.S. Contact:
Captain Morgan's Retreat
5629 FM 1960 West, Suite 113
Houston, TX 77069
(713) 583-8790

Casa Soiana

Jim Kern
San Pedro, Ambergris Caye
Belize, C.A.
Phone: 011-501-026-2018
U.S. Contact:
Galen Tiffany
Port-O-Call, Inc.
4401 S. Memorial Dr.
Tulsa, OK 74145
(800) 821-8151

Coral Beach Hotel

Allan Foreman
P.O. Box 116
San Pedro, Belize, C.A.
Phone: 011-501-026-2013
U.S. Contact:
Coral Beach Hotel
16730 El Camino Real
Houston, TX 77062
(713) 486-6993
(800) 331-2458

Out Island Divers

Ray Bowers
P.O. Box 7
San Pedro
Ambergris Caye, Belize, C.A.
Phone: 011-501-026-2151
U.S. Contact:
Nancy DePuy
Boulder Scuba Tours
1737 15th St.
Boulder, CO 80302
(800) 826-9834

Paradise Resort Hotel

San Pedro
Ambergris Caye, Belize, C.A.
Phone: 011-501-7403 Belize City
011-501-026-2083 San Pedro
U.S. Contact:
Paradise Resort Hotel
720 Worthshire
Houston, TX 77008
(713) 850-1664

Ramon's Reef Resort

Ramon Nunez
San Pedro, Belize, C.A.
Phone: 011-501-026-2071
U.S. Contact:
P.O. Box 391
Meridian, MS 39302
(601) 693-1304

Reef Divers, Ltd.

Larry Parker
c/o Triton Tours
1591 Polymnia St.
New Orleans, LA 70130
(800) 426-0226
(504) 522-3382

San Pedro Holiday Hotel

Celi McCorkle
P.O. Box 1140
Belize City, Belize, C.A.
Phone: 011-501-026-2014
Ambergris Caye
011-501-02-44632 Belize City
U.S. Contact:
San Pedro Holiday Hotel
16730 El Camino Real
Houston, TX 77062
(713) 486-6993
(800) 331-2458

Victoria House

Fidel Ancona
P.O. Box 22
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Phone: 011-501-026-2067
U.S. Contact:
2001 Kirby Street, Suite 414
Houston, TX 77019
(713) 529-6800

CAYE BOKEL

Turneffe Diving Lodge

P.O. Box 480
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Phone: 011-501-7051 ext. 208
011-501-2331
U.S. Contact:
Turneffe Island Lodge Reservations
2 Houston Center, Suite 2840
Houston, TX 77010
(800) 772-1002
(713) 659-3232

CAYE CAULKER

Belize Diving Services, Ltd.

P.O. Box 667
Belize City, Belize, C.A.
Phone: 011-501-45937 ext. 143

CAYE CHAPEL

Pyramid Island Resort

Ester Price, P.O. Box 192
Belize City, Belize, C.A.
Phone: 011-501-02-44409
U.S. Contact:
Pyramid Island Resort
P.O. Box 1545
Ashland, KY 41105
(800) 325-3401

MOHO CAYE

Dive Belize/Sail Belize

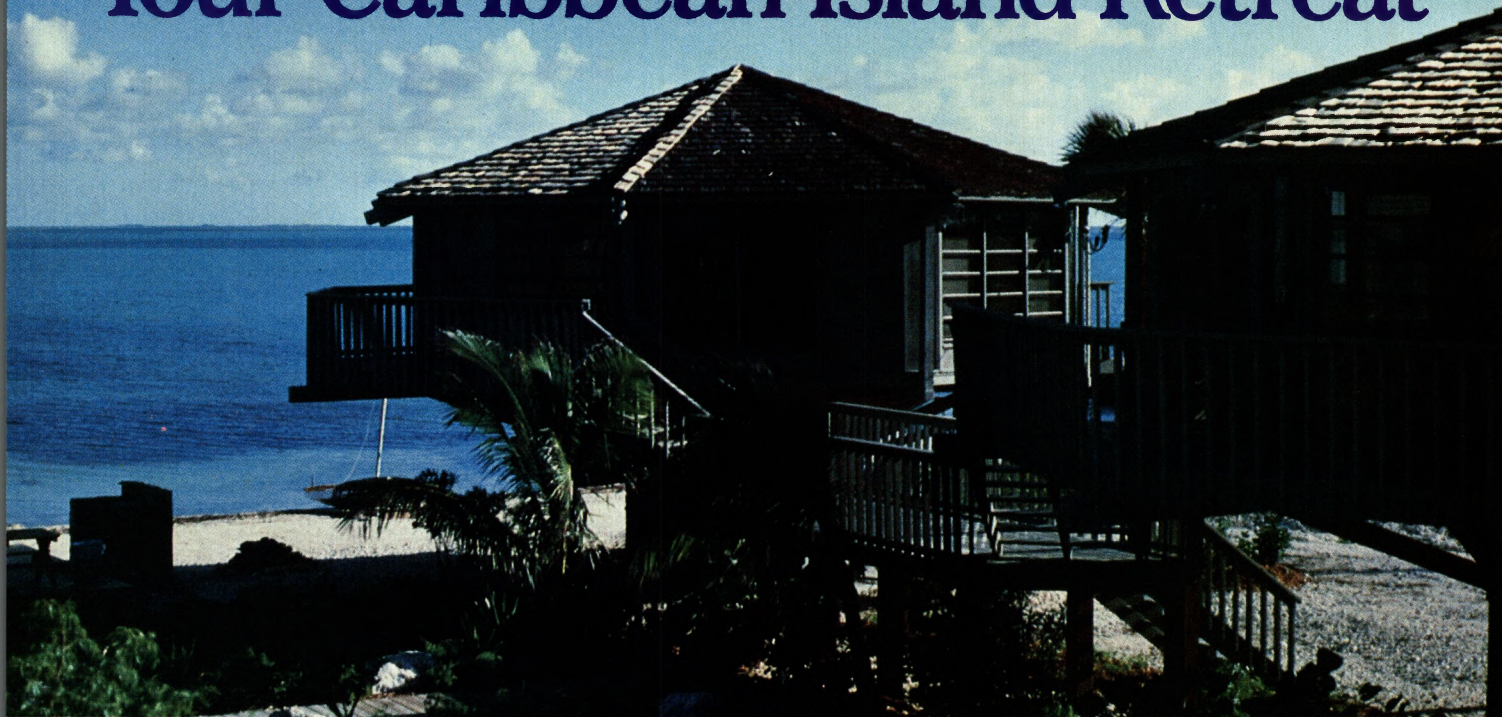
P.O. Box 997
Belize City, Belize, C.A.
Radio Ch. 78
Phone: 011-501-45798
U.S. Contact:
Dive/Sail Belize
P.O. Box 9182
Treasure Island, FL 33740
(800) 237-DIVE
(813) 367-1952

ST. GEORGE'S CAYE

St. George's Lodge

Fred Goode
P.O. Box 625
Belize City, Belize, C.A.
U.S. Contact:
Travel Directions
9550 Skillman Ave., Suite 110
Dallas, TX 75243
(214) 341-5577
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BELIZE

degree. The trade winds are usually southeast and very mild, with winter temperatures ranging from the low 70s to the upper 80s (°F). Humidity is more noticeable in the coastal cities than on the cayes. The dry season extends from August to April on the mainland, with the rainy season in May, June and July. On the cayes the rainy season occurs in September and October.

The water temperature is comfortable the year-round, ranging from perhaps 75 in the winter to 86°F in the summer.

Offshore mainland Belize is a shallow submarine valley without much interest to the diver. The barrier reef is really part of a ridge that runs parallel to the coast. The visible peaks of the ridge are the islets and cayes. Some of these are uninhabited and other cayes are developed with airstrips, resort hotels and diving services. The primary centers of dive tourism include Ambergris Caye, Caye Chapel, Caye Caulker and St. George's Caye, all along the barrier reef; and Caye Bokel, which is in the Turneffe Island atoll.

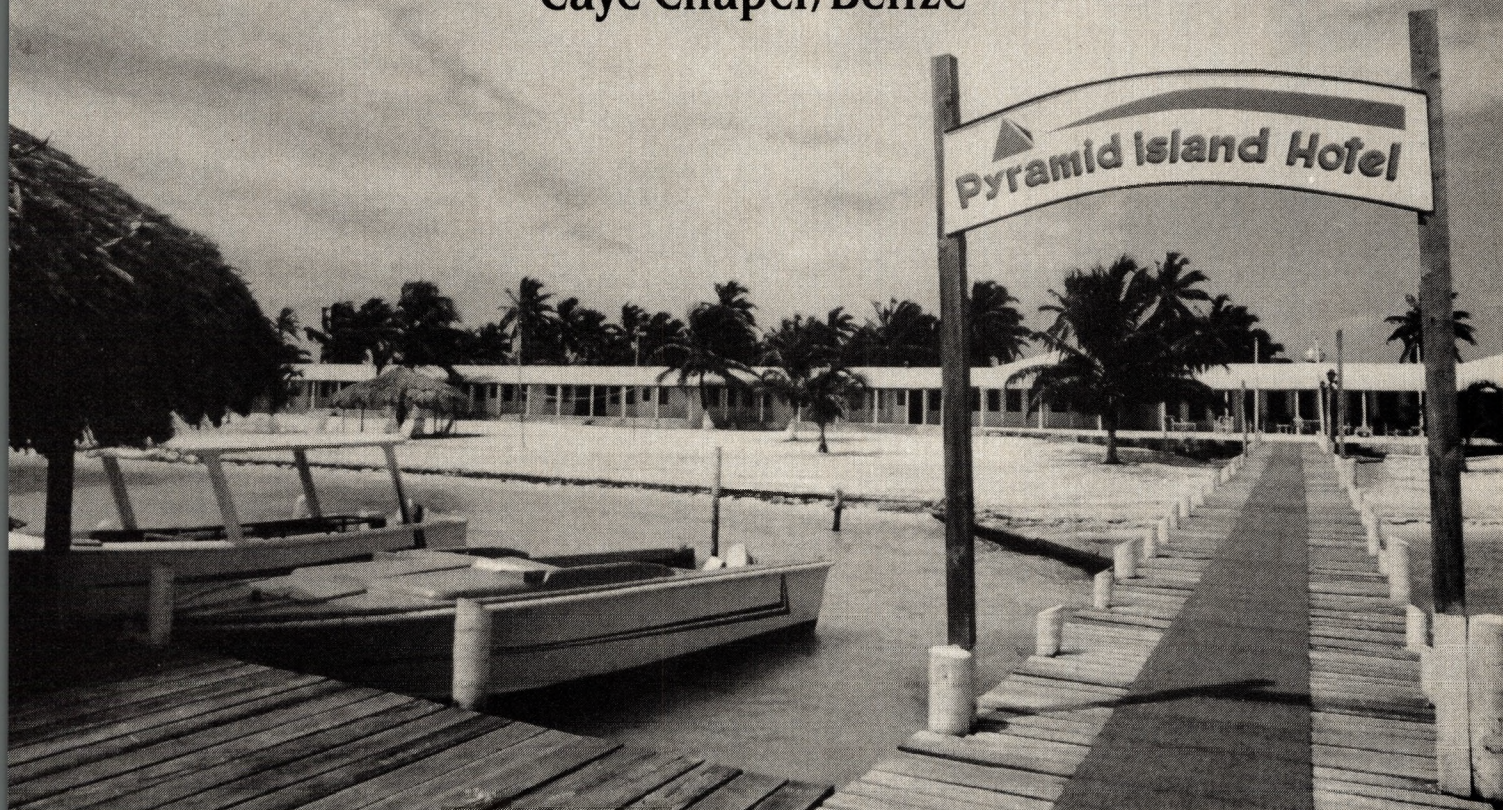
AMBERGRIS CAYE

Twenty years ago San Pedro was a sleepy fishing village on Ambergris Caye with no commuter aircraft, no speedboats, no hotels and no tourism to speak of. Today San Pedro hosts more dive tourists than any other part of the country and there are numerous resort hotels, daily commuter flights from Belize City on Maya and Tropic Airways and more than 40 registered dive guides. Don't get the mistaken impression that San Pedro is a metropolis of traffic jams and stoplights, however. The roads are dirt and sand, the community small and friendly and the resorts, intimate and comfortable.

Most of the dive guides operate out of skiffs in the 23 to 26 foot range, powered by twin outboards. The air compressors on the island are operated by Allan Foreman of the Coral Beach Hotel; Larry Parker with dive operations at the Victoria House and RAMON'S REEF RESORT; and the dive service at Captain Morgan's Retreat. Additionally, Larry Parker handles most of the scuba instruction on Ambergris Caye. The air, tanks, weights and miscellaneous dive gear are supplied by these operations and the independent dive guides provide most of the diver transport. A few of the hotels maintain their own dive boats as well, most notably Captain Morgan's Retreat, Ambergris

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OUT ISLAND DIVERS' *Reef Roamer II*, operated by Captain Ray Bowers, is another dive option on the island. Specializing in overnight cruises to the Blue Hole, the *Reef Roamer II* is a 50 foot aluminum commercial trawler that cruises at 10 knots. The two day Blue Hole trips provide five meals and offer four dives. Most departures are from San Pedro and may be coordinated through your hotel or directly with Captain Bowers.

There are 20 hotels and guesthouses in the San Pedro area and they offer quite a range of both accommodations and prices. Among the properties I am most familiar with is the VICTORIA HOUSE. At the southern end of the settlement, it features 10 lovely thatched roof casitas and 11 double hotel rooms; lush tropical landscaping; a beautiful private beach; and a

dockside dive shop. The Victoria House is capably managed by Fidel Ancona and a top quality staff. The convenient dockside dive facility offers guest gear storage bins, eliminating the need to haul dive gear between the room and the boat.

Some of the other popular resort hotels in the San Pedro vicinity include the CASA SOLANA with 10 rooms and two, two bedroom units in an adjacent house; the HOLIDAY HOTEL, near the center of town on the beach and able to accommodate up to 40 guests with amenities including a restaurant and bar, boat docks and a dive shop in an adjacent building; and the PARADISE RESORT HOTEL, at the north end of San Pedro, with 22 thatched roof bungalows and a great dock for sunbathing, swimming or boat dockage; a restaurant; and one of the most active bars in the village.

The SUNBREEZE HOTEL and the AMBERGRIS LODGE are distinctly different properties that offer similar services to divers. Each has nine rooms and each is on the beach in San Pedro, but the Sunbreeze is of modern design and construction while the Ambergris Lodge is a more traditional San Pedro institution. Both cater strongly to the traveling diver.

The CORAL BEACH HOTEL is prominent on San Pedro's main street and has long been a favorite of divers visiting the village. With more than 15 years at the same location, hotelier Allan Foreman

has gradually upgraded the property to include a dockside dive shop and compressor and the popular Tackle Box bar. There are 11 rooms in the hotel and throughout the year these are kept well-occupied by the diving trade.

There are two more resorts on Ambergris Caye that cater to divers, but these are separated from the San Pedro settlement by an unbridged creek and are therefore accessible only by boat. CAPTAIN MORGAN'S RETREAT is a dedicated dive resort with nine triple bungalows (thatched roof type) and one quad unit for a total occupancy of 28 guests. There is a restaurant and bar and all packages include three meals daily. There are specific packages for diving, fishing and general rest and relaxation, but it is the dive traveler that most interests owners Sam Jones and Donald Tallman. To that end, the resort has installed two diesel air compressors and the tanks, weights, regulators and BCs necessary to outfit all guests. The boats include a 24 foot Winner powered by an inboard, a 24 foot pontoon boat and two 17 foot outboard powered skiffs.

The normal dive profile includes one tank in the morning and one tank in the afternoon, with night dives as part of most packages (bring your own light). Since the property is under new and ambitious ownership, the dive sites are just now being identified. There is lots of exploration

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being done daily along the **Morgan's Reef** structure at the north end of Ambergris, with the predominant dives targeted to the coral canyons and caves of the barrier reef. Trips to the Turneffe Islands, Lighthouse Reef and the Blue Hole may also be arranged.

The most luxurious new development on Ambergris Caye is adjacent to Captain Morgan's Retreat and the same dive operation serves both properties. THE BELIZEAN offers six deluxe units, each with air-conditioning, ceiling fan, hot shower and tub, bidet, color television with satellite dish reception and VCR, telephone, refrigerator and carpeting. The rooms are set up along the lines of a suite, and while diving is certainly available, the primary emphasis is on general relaxation.

The primary emphasis on diving off Ambergris Caye is over about 35 miles of barrier reef. There are seven major cuts through it that give access to the deep water reefs. To the north and south of any of these cuts there is a diveable area. Many of the favorite sites are chosen by lining up shore ranges and oftentimes the guides will just peer over the side of the boat to choose a likely area.

The barrier reef actually starts at the surface in many areas and but a mile from shore at Ambergris. The reef gradually slopes to about 50 feet where the spur and groove begins and the incline steepens. Most of the dives drop at about

a 60 degree angle to about 100 feet at a broad sandy shelf before beginning a deeper and more precipitous drop-off. The 50 to 100 foot depth seems the most productive area for both fish and corals.

There are several shallow dive sites shoreward of the barrier reef, but **Holchan** is certainly the most frequented. In depths ranging from the surface to 25 feet, Holchan is actually one of the cuts through the barrier reef. It is also home to two very cooperative and photogenic green moray eels, the occasional tarpon, stingray or eagle ray, nurse sharks, parrotfish, lesser electric rays, grunts, groupers, hogfish and jawfish.

Mexico Rocks is in just 12 to 15 feet of water and is as popular with snorkelers as with divers. There are scattered brain and star coral heads for relief and ample juvenile tropicals. The macro subjects, however, are probably the most appealing. **Mata** is another cut through the reef like Holchan, but primarily comprised of staghorn and elkhorn corals at a depth no greater than 18 feet. **Coral Forest**, a.k.a. Mitchell Rocks, features very thick concentrations of staghorn, elkhorn, cabbage, finger and fire corals with parrotfish, stingray and barracuda among the more frequent reef residents, all in a maximum depth of ten feet.

CAYE CAULKER

Following along the barrier reef from

north to south, the next area of development is Caye Caulker. The island is nearly six miles long, but is relatively narrow and features a large strand of sandy beach and a quaint village of perhaps 400 residents. There are anchorages to both the windward and leeward sides, but there is one particularly attractive and protected area near the cut that transects the island. For specifics on anchorages throughout Belize, I recommend the *Belize Cruising Guide*, available through Dive and Sail Belize, as the most comprehensive reference and a generally helpful tourist aid.

CAYE CAULKER is the name of both the island and the settlement, which has traditionally been a fishing village, but lately has been attracting tourism as well, often from the backpacking crowd. There are 16 guesthouses, the largest of which is 15 rooms and the smallest only three. Probably 100 people could be accommodated here and there are six or seven restaurants and several bars. This is a low-key cay, more like visiting a Belizean family than staying at the Marriott.

The Dive Shop on Caye Caulker will transport divers on a 27 foot deep-V diesel or a 20 foot outboard vessel and maintains two compressors and a modest amount of rental scuba gear. There are three cuts in the barrier reef and as on Ambergris Caye, most of the diving is

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BELIZE

done within a short distance to the north or south of these. The fish populations are quite healthy in this area. Outside the barrier reef there are deep spur and groove formations, punctuated by overhangs and small caves. The visibility is generally quite good and the sponges, impressive. Among the numerous dives available, one of my favorites was the **Mackerel Hole**.

CAYE CHAPEL

Caye Chapel is only 15 miles from Belize City and is within a mile of the fine diving available along the barrier reef. The island is only two and one-half miles long by about one-half mile wide and the PYRAMID ISLAND RESORT is the only development on the island. There is a 3,600 foot airstrip to accommodate the daily flights from Belize City and the resort offers 32 air-conditioned double rooms, a restaurant and lounge, two tennis courts, television room and recreation center. The resort accommodations are quite comfortable.

Under new management, the Pyramid Island Resort has rededicated itself to providing diver services. The diving hardware is already in place, namely a very impressive 37 foot diesel Ensign dive/sportfishing boat for day reef trips as well as a 50 foot deep-V diesel dive boat. The latter is used both for day trips and overnight tours to the Turneffe Islands and Lighthouse or Glover's Reef areas. Equipped with a head, galley, compressor and 12 berths, overnight excursions to the atolls are definitely feasible. However, the fastest boat of the fleet is a 36 foot cigarette, powered by two 330 horsepower inboard/outboards capable of crossing to the Turneffe Islands in only 30 minutes. Additionally, there are several smaller (20-27 foot) outboard powered vessels appropriate for small groups of divers or fishermen. As expected, there is an air compressor, 50 scuba cylinders and a reasonable selection of backpacks, weights and miscellaneous dive gear. Divers are expected to supply their own buoyancy compensators, masks, fins and regulators.

Caye Chapel is studded with palm trees throughout and especially at the north end. At the south end is a fascinating saltwater lagoon with mangroves all about and an interesting population of birds such as the great blue heron, egrets, osprey, pelicans and roseate spoonbills. The island is small enough to

thoroughly explore by foot and the sand beaches are a special attraction.

The diving nearest Caye Chapel is along the barrier reef with the familiar gradual slope from the surface to 35 feet, with spur and groove surge channels seaward. The tops of these channels might be in only 40 to 50 feet of water, but the sand between them can be in 90 feet, so obviously the profile is quite dramatic. Yellow tube, azure vase and barrel sponges, as well as massive concentrations of vibrantly healthy hard corals, are the norm. The crystalline waters support generous populations of queen triggerfish, hogfish, spotted and green moray eels, grouper, yellow coney, queen angelfish, gray angelfish and an occasional spotted eagle ray or turtle.

ST. GEORGE'S CAYE

St. George's Caye is only nine miles from Belize City, yet features an excellent coral reef submerged from the east of Gallow's Point to the south end of the caye. Gallow's Point is one of the many historic references from this colorful caye, which served as the capital of the settlement from 1650 to 1784. The Battle of St. George's Caye is celebrated annually throughout Belize and commemorates the victory of the Belizean and English forces over the Spanish in 1798. All but one of the structures from these

early years was destroyed in a major hurricane in 1787 and Hurricane Hattie in 1961 further decimated the island. In the years since, ST. GEORGE'S LODGE was built to accommodate tourism and divers comprise a large percentage of the current clientele. Set up on stilts and built from native hardwoods, St. George's Lodge has 12 hotel rooms and four cottages, a restaurant, bar, dive shop with compressor and rental scuba equipment, and dive boats for the short ride to the adjacent barrier reef.

CAYE BOKEL

The TURNEFFE DIVING LODGE (a.k.a. Turneffe Island Lodge) is on Caye Bokel at the southern tip of the Turneffe Islands chain. In their five years of ownership, Dave and Jill Bennett have completely refurbished this venerable sport fishing institution and created an undeniable appeal for both fishermen and divers alike.

The lodge is surrounded by an exceptional underwater resource and the Bennetts have made a significant investment so the resource is accessible to visiting divers. The most striking accessory is the 38 foot diesel dive boat, *Grand Slam*. Just a year old, this Delta is admirably outfitted for diving with spacious platform, tank racks, freshwater rinse, tuna tower, Loran, VHF, depth finder, stereo and enough speed to not only visit the best of

the Turneffe Islands, but also Lighthouse or Glover's Reefs as day trips. There are two other outboard powered boats that are called into diver service on occasion; one a 25 foot Hydrosport and the other, a 24 foot Boston Whaler. (For the fishermen, there are ten, 16 foot skiffs with outboards and guides for each.)

The resort is small and operates with casual intimacy. There are eight rooms set up as six doubles and two quads, a restaurant/lounge area, a separate dive shop at dockside and the full complement of generators, water catchment and repair facilities necessary for a totally self-sufficient resort.

There is ample exceptional diving within a 10 to 20 minute boat ride of the resort, but since every time I visit the resort I can't help but request the same dive site, the Turneffe Island Lodge has taken to calling the area Frink's Point. Other dive operators will know the area as the **Elbow**, but by any name it is a tremendously exciting experience. It is basically a long stretch of sharply sloping reef face dropping from 40 to 140 feet. All along the wall are deep water gorgonians, all manner of sponges and other filter feeders and healthy populations of reef life such as grouper, angelfish, porkfish, trunkfish, triggerfish and others. But it is the pelagic life that transforms this reef from good to spectacular. There are ea-

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BELIZE

gle rays by the score. Never have I seen fewer than four eagle rays on a single dive and the most I've known to be observed in a school was the 24 sighted recently by SKIN DIVER Editor/Publisher Bill Gleason and his dive buddy Dave Bennett, Jr.

MOHO CAYE

Moho Caye, just offshore Belize City, is the base of operations for one of the most progressive dive tour operations in the country, SAIL AND DIVE BELIZE. Operated by David Gegg, Sail and Dive Belize presently has 16 boats, a marina and dive shop and ample qualified crew to operate the vessels. The fleet is comprised of sailboats in the 31 to 52 foot range by Irwin, Hunter and Endeavor. This year's new additions are 35 and 45 foot Present motor trawlers. Most of these vessels are available bareboat or crewed, although a few require a minimal crew for charter. Generally, the crew consists only of a captain/divemaster and a cook. In my three cruises with Dive and Sail Belize, I've found the knowledgeable and friendly crew to be one of the high points of the experience.

The 45 foot trawler *Present Time* is new to the fleet and was our home for a very enjoyable portion of our Belize excursion. Powered by twin diesel engines, the vessel cruises at eight to nine knots and was captained by Charlie Westby, with his wife Avie handling the cook's duties. Accommodations are in two double state-rooms with a main saloon and galley separating the two. There is a couch in the main saloon that can open up into a double bed for a very close group, but four guests is the ideal live-aboard complement. In addition to the complete galley, there is air-conditioning, TV, VHF, radar, Loran, stereo and two, three cfm compressors to facilitate the dive operations on board.

Typically, the charter group will arrive in Belize City and be transported by boat to Moho Caye. As this happens in the late afternoon, dinner will be served while underway to the reef. The first morning dive will be at the northern tip of the **Turneffe Islands**, generally chosen because the walls are more vertical than in other areas of the atoll. There is a good possibility manta rays may be sighted here.

LIGHTHOUSE REEF

Depending on the group's desires, usually two full days are spent in the Tur-

neffes before motoring on to **Lighthouse Reef**. Here, the walls start in about 35 feet of water and are generally very vertical. They are magnificently adorned with sponges, offering exceptional wide angle photo opportunities. There is also spectacular shallow reef diving to be done in this area.

One of the more famous Lighthouse Reef destinations is the **Blue Hole**. This is unusual in that it is a massive cylinder with stalactites to be seen at a depth of around 150 feet. While there is very little fish life and not much ambient light, the geological fascination of this dive has intrigued both sport divers and scientists.

A visit to Half Moon Caye, with its sand beaches, tidepools, booby bird sanctuary and lighthouse is another must while at Lighthouse Reef.

Half Moon Caye is, inch-for-inch, one of the prettiest islands in the Caribbean, and the spectacular wall dive just off-shore is especially impressive. While Half Moon Caye may be the jewel in the crown of Lighthouse Reef, the atoll is immense and bears repeated exploration. The three atolls of Belize—Lighthouse Reef, Glover's Reef and the Turneffe Islands—comprise enough diving fascina-

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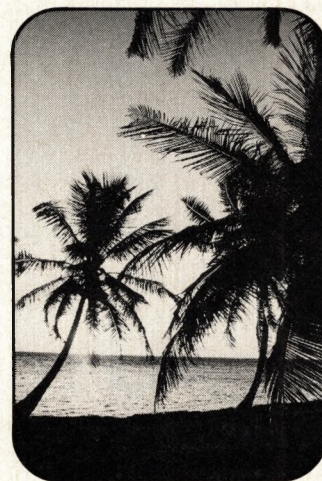
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BELIZE

tion for a lifetime. Whether access is by live-aboard boat from Sail and Dive Belize, the *Isla Mia*, *La Strega*, *Reef Roamer II* or as a day trip from the Turneffe Diving Lodge, Ambergris Caye or Caye Chapel,

the Lighthouse Reef experience is definitely recommended.

Glover's Reef is within motoring range of Lighthouse and, if time permits, can offer remarkable diving. It is a very large atoll, but the diving has always been so good at Turneffe and Lighthouse that I spent time there and have made only a few dives at Glover's. The people who really know the area, like Charlie on the *Present Time* and Jonathon Tromm on the *Isla Mia*, contend it's some of the best. I take that as one more excuse to revisit Belize.

A new development for Sail and Dive Belize at Moho Caye should be open by the time you read this. It includes Topsid-

er vacation villas, a luxurious two bedroom condominium concept and a 26 foot Shamrock diesel powered boat. The boat has a top speed of 30 knots and is available to cruise to the reefs or up the Belize River for tours of the interior. The entire package is marketed based on a ten year lease and with two to four participants can be priced very reasonably.

LIVE-ABOARDS

The *ISLA MIA* (my island) is 75 feet long with a beam of more than 20 feet. The ship's six foot draft includes a stabilizing keel for a more comfortable cruise. It is powered by two Caterpillar diesels. There are back-ups for back-ups on this vessel so it is unlikely a diving day will ever be lost owing to a mechanical malfunction. There are three generators, three compressors and plenty of fresh water, plus all the tank racks, ladders, dive platforms and gear storage areas necessary for live-aboard convenience.

The *Isla Mia*'s five private and three semi-private staterooms can berth 21 passengers, but only 16 are carried to maximize individual comfort. There is air-conditioning, ample sundeck space as well as deck space shaded from the brilliant Belize sun. Captain Jonathon Tromm is a personable and dedicated boat operator and diving enthusiast; he will try to assure his guests the best possible dive value for their dollar.

While Captain Tromm is familiar with most of the best diving offshore Belize after eight years of operation, the *Isla Mia* charters tend to specialize in the Lighthouse Reef area. Unlimited diving is very much a part of the routine and since the boat is most often able to anchor directly over the dive site, the dive tables are generally the only constraint. Guests join the boat in Belize City and motor to the Turneffe Islands or Lighthouse Reef the first night. Guests wake up anchored over one of the fantastic dive sites in these areas the first morning. The *Isla Mia* is a floating dive hotel for what is usually a seven day cruise.

LA STREGA (Italian for "the Witch") is also a live-aboard dive vessel. An 85 foot yacht, originally built for private use in Scotland, it has been converted to accommodate 14 passengers in four staterooms. Twelve passengers are generally considered a full boat, however, to prevent crowding. Tours depart Belize City and may include visits to the Turneffe Islands, Lighthouse Reef and Glover's Reef. Specific itineraries may vary from group to group.

La Strega is well equipped from both a comfort and safety standpoint. There are radar, depth recorders, VHF and single sideband radio, stereo, autopilot, individual air-conditioners, a private head and shower in each cabin and 100 volt 60 cycle electricity throughout.

Our time permitted only a few dives with *La Strega*, as we rendezvoused with

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a charter in progress. Our first dive was at English Caye, a scenic palm-lined island with a lighthouse, just two hours outside Belize City. Here *La Strega* anchored at the edge of a slope that dropped from 45-85 feet. The coral was dense with a fine sampling of marine life, particularly groupers, angelfish and spotted moray eels.

At the Turneffe Islands we dove **Majestic Reef** and saw spectacular concentrations of black coral in only 60 feet of water and the yellow tube sponges that are so prolific around the atolls. After a day at the Turneffe Islands, *La Strega* generally cruises to the Lighthouse Reef area where guests enjoy particularly exciting wall dives. With a drop-off beginning as shallow as 30 feet in many areas and fringed by rich corals and sponges, these vertical walls are alive with pelagic life.

Given the variety and number of superior dive sites available at the atolls of Belize, live-aboard dive boats are especially appropriate. They generally cruise among the groups of islands at night and in the daytime, the boats can hop from



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La Strega carries divers from Belize City on live-aboard cruises to the Turneffe Islands, Lighthouse Reef and Glover's Reef.

one dive site to the next during surface intervals. Four and five dives per day are easily feasible from a live-aboard dive vessel and in Belize there is plenty of diving excitement for the more than 30 dives per week charter.

At press time a new entry into the live-aboard dive boat market became available. PRINCESS CHARTERS operates a 40 foot deep-V boat powered by twin 671 Detroit diesels. Licensed for 20 passengers, 10 is a more realistic load. Based in Belize City, Princess Charters combines reef excursions with tours of the interior of the country. For example, they might cruise for three days, island hopping south to Placencia, then board a bus for a three and one-half hour ride to the Tropical Jungle Paradise Resort, and from that base visit the Mayan ruins, hike the Mountain Pine Ridge, or participate in a jungle river tour.

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Belize is endowed with the longest Barrier Reef in the Americas which engulfs and protects an enchanting crystalline lagoon dotted by beautiful cayes, islands, and inlets. The warm waters abound with fish, lobster, shrimp, conch and other delectable species; and the magnificent formations and colors of our coral reefs will intrigue you for hours on end.

Unique to the Caribbean also is mainland Belize, where lush pine forests, cascading waterfalls and a network of limestone caves are the order of the day. As the home of the ancient Mayas, Belize is also the scene of numerous pyramids and Mayan ruins which bear testimony to the early inhabitants to this land.

The most precious feature of Belize is our warm and friendly people. Our roots are implanted in every corner of the world and have harmoniously evolved to form this truly unique part of history.

With great pleasure I take this opportunity to invite you on behalf of our Government and people to our shores.

Sincerely yours,

Hon. Dereck Aikman, B.A., M.A.
Minister of Tourism



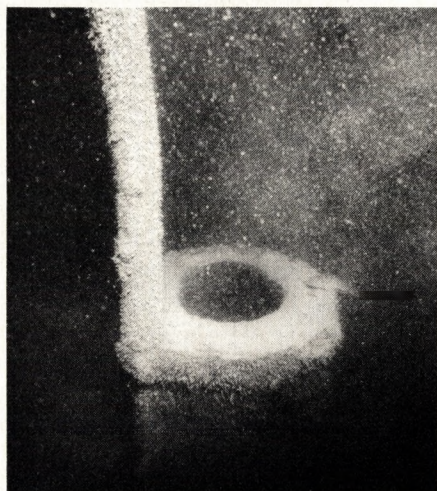
THE NORTHERNER

(Continued from Page 69)

more deadeyes, a bilge pump and dark, mysterious hatches lying open, begging to be explored. I was tempted, but there wasn't enough time.

Then something intriguingly dark loomed in the shadows to my left. Grabbing John by the elbow I led him across the deck. Directly in front of us, reaching 40 feet above the deck, was the rear mast. I was ecstatic—I had never seen one still standing on a wooden shipwreck before. I reached out to see if it was really there and found it to be as solid as a tree.

My eye was caught by something beyond the mast. As I got closer the obscure forms took shape and clarity; they were the silt covered framework for the rear cabins. Wooden stanchions rose to support a low roof that's now gone. They stood in a straight line like ghostly sol-



Bilge pump with encrusting growth.

diers trailing off into the gloom. The roof was probably blown off by trapped air when the ship sank.

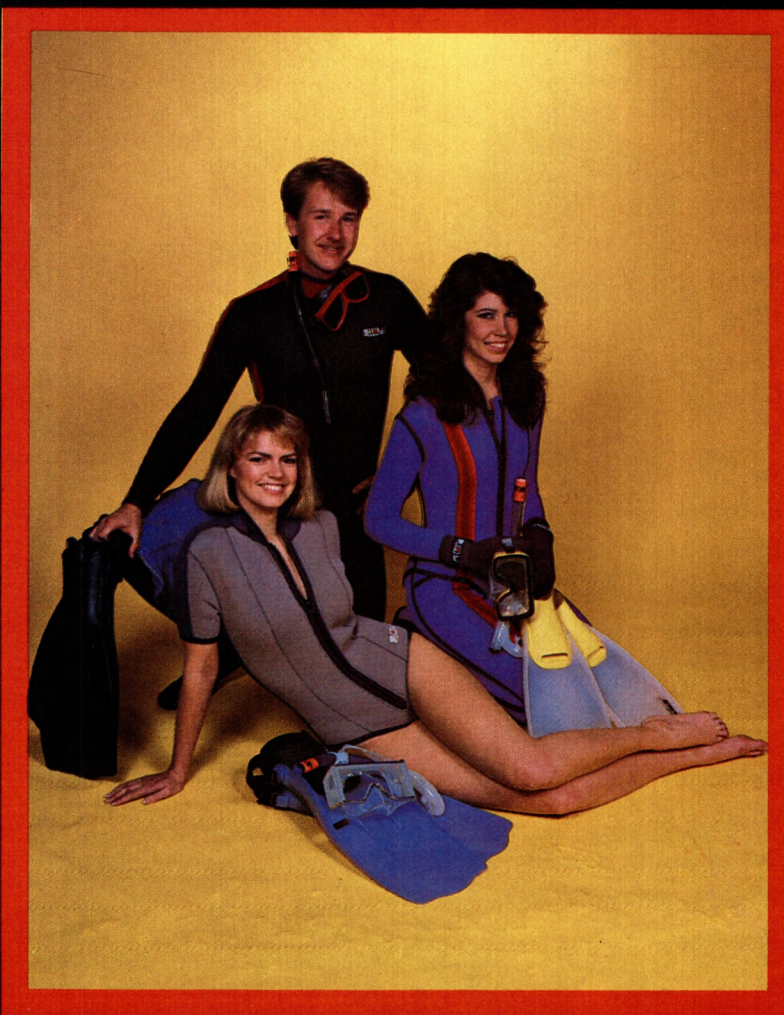
I looked up and saw John tapping the face of his pressure gauge. We found the anchor line and ascended.

When I was six feet off the deck the ship disappeared into the gloom. John was just a dark shape above. I felt so all alone and reflective, yet I needed the time to be by myself and savor all the images I'd stored in the last 15 minutes. The green water lightened as we ascended. Suddenly a dark image took shape. It came closer the shallower we got. At first I was apprehensive but my concern soon subsided when I realized the anchor line had become wrapped around the mast.

Today, I'm sorry to say that someone has taken all the deadeyes from the *Northerner*. But, I'll never forget the thrill of seeing and photographing them. Too bad no one else will have the same thrill. ✕

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BY JAMES KELLER

*Our deck was coated with tons of ice,
But not a sailor knew,
Some would be froze and some be
drowned
Of our big freighter's crew.*

*The huge seas raked her fore and aft,
The cold wind loud did roar,
We struck stern on and swung
broadside
To our doom on Superior.*

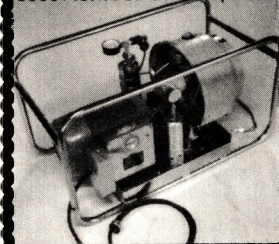
Lake Song 1894

America's greatest inland sea, Lake Superior, was the inspiration of many such songs around the turn of the century—and for good reason. She claimed a fair share of ships that sailed her waters during that period. One stage where this drama was often set was the Apostle Islands/Chequamegon (she wah'me gon) Bay area on the south shore.

This bustling bay played host to a variety of vessels over the years. Schooners, wooden and steel steamers, tugboats and towbarges all visited here—and representatives of each remain. Fires, fog and gales were the main culprits that sent some 20 boats to the bottom. Yesterday's legacy can be witnessed easily by those willing to don scuba tanks. Diving on these wrecks, many of which are in relatively shallow water, is always an enjoyable, educational experience, enhanced by the exciting stories behind their loss.

One intriguing tale concerns the schooner *Lucerne*, a 195 foot vessel wrecked off Long Island in 1886. An infamous November northeaster was stirring as she left Ashland laden with iron ore. The gale erupted as she departed sheltered Chequamegon Bay, but the *Lucerne* sailed on, hoping the storm would diminish. The nine man crew fought the howling tempest for a full day and then, since they were making little headway, decided to turn back. The high waves, wind and blizzard-like conditions put the ship in sad shape, however. With sails being beaten and seas crashing over her deck, the *Lucerne* plowed on, hoping to

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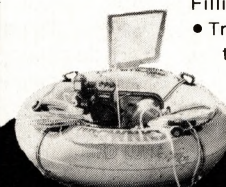
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gain the lee of Long Island. At the height of the gale a passing steamer spotted her, but under the terrible circumstances could offer no assistance. The steamer's skipper later reported seeing "the ill-fated schooner rolling and pitching about on the lake, evidently at the mercy of wind and waves" Superior offered no mercy and the *Lucerne* met a horrible end. Approaching the bay, the wind and waves finally devoured the battered boat. There were no witnesses and nobody on board lived to tell the tale.

After the storm subsided, a tug from nearby Bayfield was dispatched to search for the *Lucerne*. The little boat hadn't gone far when the crew discerned three masts sticking out of the water a short distance off Long Island. Closer inspection revealed a grisly sight. Aloft in the *Lucerne's* riggings were three of the ship's crew members—frozen solid. They had evidently tried to escape the freezing Superior seas and had perished waiting for help. The newspapers dutifully reported that "the bodies were covered with from one to six inches of ice."

Today, the *Lucerne* sits in approximately 24 feet of water, with her huge centerboard trunk rising to within nine feet of the surface. The bow and stern sections are relatively intact, but amidships is quite battered. Several years ago divers brought up dozens of interesting artifacts, which are now housed in the Lake Superior Marine Museum in Duluth, Minnesota. Personal possessions (boots, a hat, pipes etc.) and ship parts are displayed. An easy, interesting dive awaits those who wish to visit the remains of a classic schooner, once considered one of the fastest on the Great Lakes.

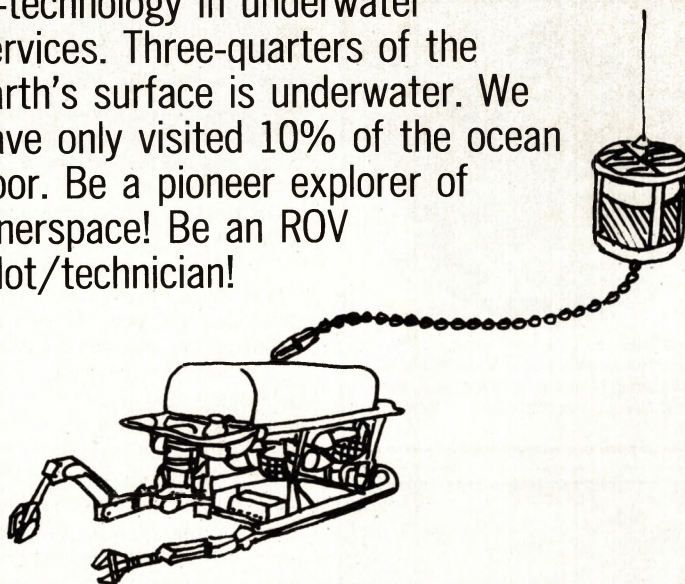
The bones of another ship, the 282 foot *Fedora*, lie close to shore just north of Bayfield. In 1901 this wooden freighter was steaming down the channel headed for Ashland when she caught fire. A kerosene lamp had exploded in the engine room, showering its deadly contents everywhere. The blaze spread so quickly that the engineer had no chance to fight it and could only evacuate the room. Unfortunately, when he left, the big boat was still running at full speed! Within minutes the entire ship was a mass of flames and the 17 man crew virtually helpless to do anything. The captain, Frank A. Fick, was now at the helm of a flaming *Fedora* running wide open!

The only option open was to head the vessel toward land and abandon ship. With tremendous force the *Fedora* ran aground—just in time. The crew got off the ship just as the fire consumed the upper decks. The captain and crew spent a long, cold night on the beach, watching their ship burn to the waterline and settle.

Today the *Fedora* is easily located by ribs and strapping that partially protrude above the water's surface. The machinery was salvaged after the fire so all that remains today is her hull framework. Her

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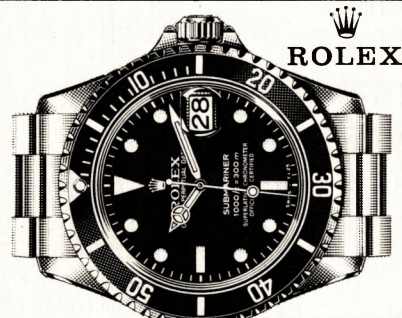


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APOSTLE ISLAND WRECKS

maximum depth is ten feet and she can be snorkeled easily. For the novice diver, the interested historian or the Sunday snorkeler, the *Fedora* is a pleasant introduction to Apostle Island shipwrecks.

A veritable hurricane ripped across the unsalted seas in September of 1905, sending two large vessels to their graves. The big steel steamer *Sevona* was decimated near Sand Island, causing the deaths of seven crew members. With virtually no visibility because of driving rain and monstrous waves, the captain of the ship could not determine his exact location. While running for shelter, the *Sevona* violently impaled itself on Sand Island Shoals. She ran aground so hard the impact literally snapped the steel ship in two. Seventeen people escaped in lifeboats and made it safely to land, but seven—including the captain—did not. They were beaten to death by the cruel seas while attempting to save themselves.

The *Sevona*, one of the most famous Great Lakes shipwrecks, is an interesting dive site. She was considered a hazard to navigation and was dynamited in 1909, so her remains are widely scattered. The bulk of the hull sits in 21 feet of water and is precisely located on NOAA charts. An anchor from the boat is on display at National Park Service Headquarters at Little Sand Bay. The strongbox sits by the Bayfield shoreline, open and empty. In the early 1960s divers tediously retrieved the heavy structure, brought it into port, toiled for hours to open it and found nothing, much to their dismay!

The same day the *Sevona* went down, a huge wooden schooner found herself in dire straits near Outer Island. The 338 foot long *Pretoria* was only five years old and one of the largest sailing vessels ever to operate on the Great Lakes. She was being towed by the wooden steamer *Venezuela* when the towline broke. In the tremendous storm the *Venezuela* could not find its drifting consort and decided to save herself and seek shelter. Captain Charles Smart of the *Pretoria* now found himself in the middle of a mariner's nightmare. He was in charge of a powerless schooner being mauled by heavy seas and high winds and helplessly drifting toward destruction. The final breakup of the big boat became imminent about a mile off Outer Island. Ten men set out in the lone lifeboat. The thundering seas tossed the tiny boat about until, as Captain Smart later recalled: "At last a gigantic wave struck us and we were thrown overboard, some of the crew being thrown ten feet into the air. At one time or another everyone of the ten men was clinging to the overturned boat, but they dropped off one by one" Only five men eventually made it safely to shore.

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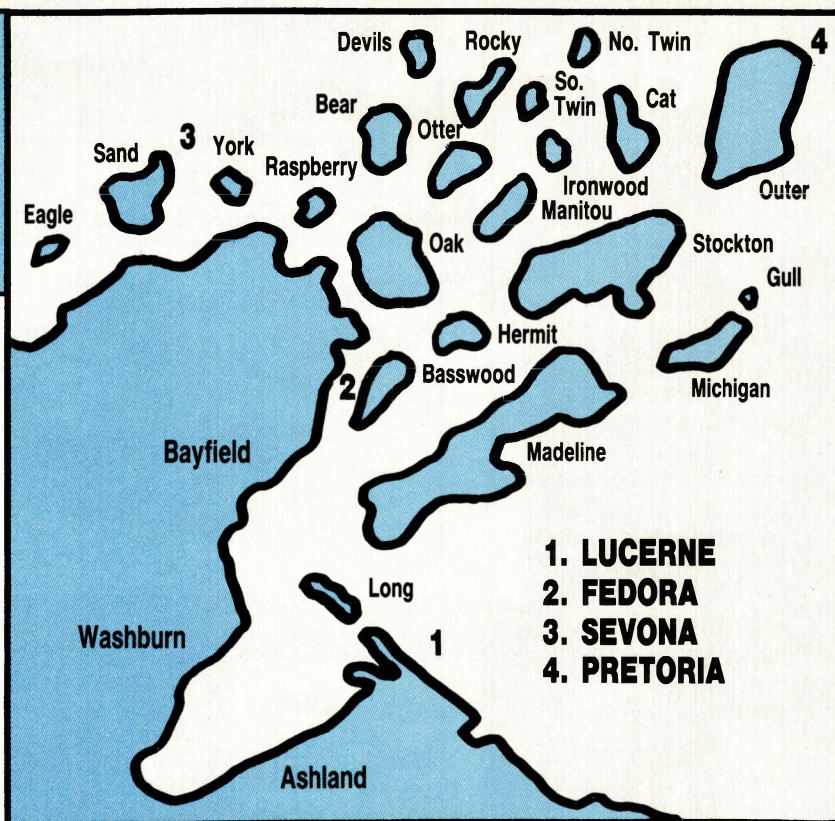
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Like the *Sevona*, the *Pretoria*'s remains are widely scattered, owing to the way she broke up. Because of its somewhat remote location, the *Pretoria* is less picked over, however. Artifacts are strewn over a large area. The bow section, with its anchor windlass, remains partially intact. Both anchors are on display at the Madeline Island museum.

Other notable wrecks in the area include the *Ottawa* in Schooner Bay by the mainland and the recently discovered *Noque Bay* by Stockton Island.

Perhaps more interesting, however, is that more than half the vessels that ended their careers here have yet to be found. With equally stirring stories, these ships—many probably intact—with strongboxes and other secrets aboard, await the ambitious diver. Entombed in their watery graves, these vessels of a bygone era are convincing proof of the power of the greatest inland sea—Lake Superior.



The Apostle Island area of Lake Superior is the final resting place of a number of vessels. Although the area is peppered with small islands, it has been fire, fog and gales that have brought about the destruction of so many proud ships.

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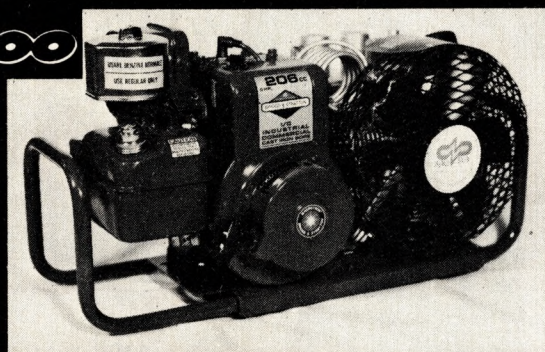
For more information and entry forms, contact National Marine Sanctuary, P.O. Box 1083, Key Largo, Florida 33037, (305) 451-1644.

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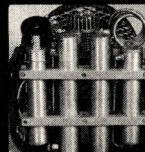
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MDEA RED SEA CENTER

The Multinational Diving Educators Association (MDEA) has formed its newest international training center, MDEA Red Sea, in Cairo, Egypt under the direction of Jerry M. Karnes.

Training coordinator Karnes has more than 10 years of experience in the region. He is well versed in all aspects of diving as well as specialties and is involved in underwater video. He is also president of the Cairo Divers Club, which has a membership of 400.

For further information contact MDEA Red Sea, 11 Wadi El Nil, Maadi, Cairo, Egypt or MDEA Headquarters, P.O. Box 3433, Marathon Shores, FL 33052; (305) 743-6188.

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Captain Morgan's Retreat, on Ambergris Caye in Belize, offers the diver not only exposure to the dive spots Belize is famous for, but great amenities on shore as well. Oceanfront thatched roof cabanas, all within a few feet of the clear Caribbean Sea, are complete with private bath, ceiling fans, all mahogany floors, doors and windows. Three meals a day are included in the package as well as air fare and transfers among Belize City, the island and the resort.

Captain Morgan's has a complete dive shop with two compressors, rental dive gear and snorkel equipment. Three boats are available to handle small or large groups and their experienced guides can take you from Mexico Rocks to the Blue Hole and all the spots in between.

For further information contact Captain Morgan's Retreat, 5629 FM 1960 West, Suite 113, Houston, Texas 77069, or call (713) 583-8790.

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SDM travel

SECTION

At 7:00 am the sea was flat and calm. We were diving at 40 feet on the dramatic, colorful walls of Ras Muhammed. We made a right turn around the north island and came face to face with an enormous column of millions of bohar (red snapper). The school, about 40 feet in diameter, started at the surface and went to 130 feet. As I glided along the steep cliff face at 120 feet to take a silhouette picture, I came across three hammerhead sharks, which disappeared as soon as my flash fired. Ascending, I could easily see the reef breaking the surface. All along the vertical wall, thousands of hovering gold *Anthias* shimmered in the sunlight. At 40 feet, while I was checking my gauges, I felt a presence behind me. I turned to see a mammoth green fish inches away. One giant eye stared into my face-mask! With a gulp of air I was afloat, breathlessly holding onto the dive platform from sheer excitement. A voice behind me asked, "Are you all right?" It was Amos Nachoum who must have seen my reaction to the big fish. "I'm terrific, that was the best dive ever!" I told him.

Last November I joined the La Mer group in New York. At the airport, our leader, Amos Nachoum, La Mer's president, and six other people greeted me. The other four group members were already enjoying the sights in Israel. The 11 hour flight on TWA's jumbo jet was smooth and uneventful. When I got off the plane in Tel Aviv, the warm afternoon sun erased any lingering concerns. In the airport lounge, the La Mer representative greeted us. In no time, the luggage was collected and whisked through customs. Our private guide, Emanuel, welcomed us warmly as we boarded a Mercedes mini-bus for the one hour ride to Jerusalem.

We stayed at the deluxe Jerusalem



Left: The *Fantasea* takes divers through the southern Red Sea. Above left: George, the huge Napoleon wrasse of Ras Muhammed, opens his mouth for a hard boiled egg. Above right: Photographers follow a shark.

photos/Amos Nachoum

FANTASEA Magic Carpet to the Red Sea

BY JULIA ROSEN

Sheraton Hotel, which overlooks the magnificent old city. The next morning we toured Jerusalem, which has been making history for the past 2,000 years. In the afternoon, we flew to Eilat where my diving story began.

With high expectations, we boarded the much talked about 85 foot *Fantasea*, our floating diving resort for the next ten days. There she was, brilliantly white, sitting high in the water, overshadowing the other boats in the marina. The crew quickly unloaded our luggage and stored it in our cabins.

I kicked off my shoes and wandered around my new home. On the stern deck there was a large, shaded dressing area with boxes assigned to each of us for dive gear. The bright yellow aluminum 80 tanks were secured along the starboard side and on the rail I could see the triple hookups from

the air bank. At the stern there was a table for our cameras.

As I moved forward to the bow, through the portside corridor, I passed by the spacious, nicely carpeted saloon, which has large sofas all around the perimeter. The bow deck is a large open area with beach chairs along the rails. Through the saloon and down one level, I found the cabins.

Toward the bow are three cabins—one double and two singles—and toward the stern, four double cabins. There are a total of three showers and heads. Each double cabin has an upper and lower berth, all are equipped with a porthole and a fan. I was looking forward to getting started. I knew we had 90 miles of night cruising ahead of us.

After dark, the *Fantasea* pulled anchor and we were on our way south. Our captain, Yehuda Reich, told us we would arrive at the world famous Tiran Straits early the next day.

I made my first Red Sea dive at 10:45 am the following morning, on Gordon Reef, one of Tiran's four submerged islands. The *Fantasea* was anchored in about 30 feet of water.

(Continued on Page 97)



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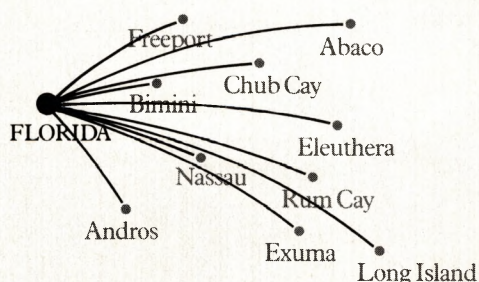
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SMALL HOPE BAY LODGE	Small Hope Bay Lodge	NAUI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BERRY ISLANDS	Chub Cay Undersea Adventures	NAUI/PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BIMINI	Bimini Undersea Adventures	NAUI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CAT ISLAND	Hawk's Nest Club	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CROOKED ISLAND	Pittstown Point Landings		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
ELEUTHERA	Cotton Bay Club	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Romora Bay Club	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Spanish Wells Dive Center	SSI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Valentine's Dive Center		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
EXUMA	Exuma Aquatics, Ltd.	PADI/SSI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Exuma Divers	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
LONG ISLAND	Stella Maris Inn	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
RUM CAY	Rum Cay Club	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
SAN SALVADOR	Island Water Sports, Ltd.	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
NEW PROVIDENCE	Riding Rock Inn		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Bahama Divers, Ltd.	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Coral Harbour Divers	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	New Providence Divers, Ltd.	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Smuggler's Rest Resort	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
GRAND BAHAMA	Sun Divers, Ltd.	PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	UNEXSO	NAUI/PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
WEST END DIVING CENTRE	West End Diving Centre	NAUI/PADI	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

For more information on the many diving experiences available in The Bahamas call 1-800-32-SPORT.

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RED SEA

(Continued from Page 93)

and our divemaster, John, gave us an orientation. La Mer's diving policy allows you to dive independently with a buddy or join the divemaster. Mark, a photojournalist from Washington, D.C. and I buddied up.

The visibility was phenomenal. I immediately descended 30 feet to the bottom, which was covered by thick hard corals. All the fish, pelagics and tropicals alike, were darting about. It was like crossing the street in downtown Tokyo. Overhead, schools of pipefish, parrots and jacks passed by. In front of me, I spotted an octopus gliding from one brain coral to another. Beneath a huge table coral, I saw a real master of camouflage, the rare crocodile fish. Mark gave me a sign to follow him. After a 50 yard swim, we were on top of a dramatic ledge. I felt like I was standing on the top of the Empire State Building looking down. I made four dives on Gordon Reef that day and got some excellent tropical fish portraits.

In the next few days, we sampled the best of the Tiran Straits. We anchored all day on Jackson Reef with its extraordinarily rich walls. These start at the surface and go down to 200 feet. From top to bottom they are decorated with amaz-

ingly large soft corals. The colors here are all either pink, red or purple with a range of shades and variations standing out against the blue open water.

On board the crew pampered us. When we returned to the boat after a dive, there was always a cold drink, hot coffee, tea or soup handed to us while we were still dripping wet. Cameras were handled and put away with care. Each dive site was explained with a diagram, directions and highlights of interest so we knew what to watch for and where. Often we had lunch and dinner on the bow deck in the open air. At dinner time, the stars came out for our entertainment and boy, are there stars in the Sinai!

For the next few days, we visited the southern part of the Red Sea. One evening, Yehuda promised us a spectacular night dive—and it was indeed very special. The Temple is a cluster of three rocks, rising from 40-50 feet to the surface in the heart of a protected bay. It is a very easy dive. I saw many sleeping tropical fish in their "nightgowns," including parrotfish with their protective cocoons. The magnificent soft coral polyps were wide open for night feeding.

Gently swaying, colorful crinoids and basketstars distracted me. Suddenly I noticed I was alone, although I could see a barrage of strobe flashes in the distance. I swam toward the lights and found the Red Sea's own Broadway show. Kneel-

ing on the sandy bottom was Amos with a one and one-half foot long nudibranch, a Spanish dancer. Its scarlet body was fringed with white all around the edges. When it moved in the open water its undulations reminded me of a graceful flamenco dancer.

Afterward, we jokingly informed the crew we were too tired to eat after five fantastic dives. When we saw they had prepared a special barbecue of chicken, steaks and fish with a large, fresh salad, baked potatoes and complimentary wine (included every night), we all changed our minds. What a feast!

With Cheshire cat grins, the crew told us that tomorrow we would be on world famous Ras Muhammed. It is one of the best dive sites in the world and I wondered what would be in store for me.

At the beginning of this story, I told you some of my tale. The giant green fish that surprised me was none other than George, the four foot long, 400 pound Napoleon wrasse. I found out later that Amos had been feeding him hard boiled eggs for a photography session. When Amos ran out of eggs, George just happened to come to me first, expecting another meal.

The other divers came back from the dive raving about their own experiences at Ras Muhammed. One buddy team photographed a shark, another saw a school of 30 eagle rays flying by in per-

Grand Cayman diving and a private villa at summer rates.

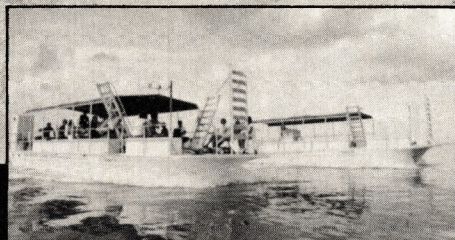
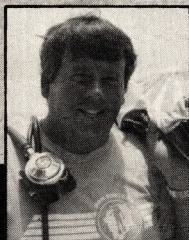


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RED SEA

fect formation. We dived Ras Muhammed and the wreck of the *Yolanda* for three days and nights. I made 17 dives there.

On our last day, we dived the ghost wreck of the *Dunraven*. From the *Fanta-sea*, we could see the wreck's outline 90 feet below. We descended 60 feet to the *Dunraven's* prop, covered with a ten foot tall black coral tree and bushes of vivid yellow and red soft coral. At 90 feet, half our group entered the wreck through an opening covered by millions of glassy sweepers, while the rest of us glided over the top of the wreck. When a shadow passed over our heads, I looked up and saw three magnificent manta rays, 16-20 feet across. Amos motioned the four of us to join him standing on top of the wreck. Together our bubbles formed a giant balloon-like cloud the mantas seemed to enjoy riding. For 20 minutes the mantas stayed above us, somersaulting and displaying their ballet-like movements. Only when two of our group began to ascend, did the mantas leave.

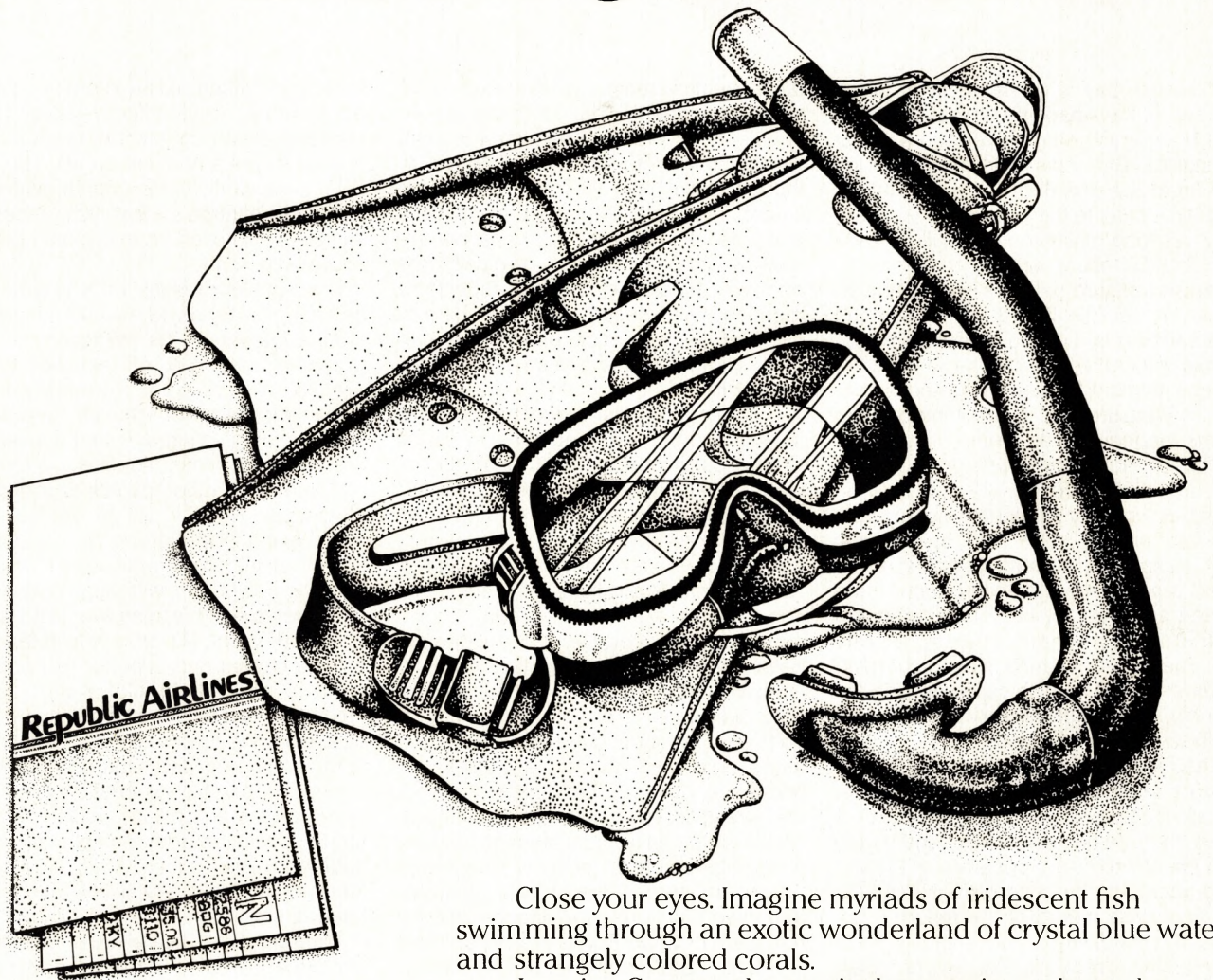
When we surfaced, the crew was screaming, "Did you see the mantas, did you?" They told us that while we were below the mantas were leaping out of the water. When we described our encounter, everyone gave his/her own reasons why it had happened. Our chef, Anat, thought the mantas were just happy, playing with us, and I'd like to think she was right.

With this in mind, I skipped the last dive and, facing west, watched the spectacular sunset for the last time behind the rugged mountains of the Sinai. The sun turns the mountains every imaginable shade of red, yellow and brown. Looking toward the east to the sea there was a pink film on the calm water; maybe that's how the sea here got its name. Alone on the top deck, my mind wandered to the countless, kaleidoscopic images of the past 10 days. I thought about the magnificent fish that stopped before my viewfinder, the regal and emperor angelfish; the lemon, racoon and vagabond butterflyfish; George; the Spanish dancer and more. In the last ten years, I have dived the Sea of Cortez, the Coral Sea and all over the Caribbean, but this was my ultimate experience. Other divers in our group, who have traveled much more extensively than I to Thailand, the Philippines and the Galapagos, agreed.

For two years, I had planned this moment and I didn't want it to end. It was everything my friends and La Mer's brochure had said it would be and more.

For more information on the Red Sea trips, contact La Mer Diving Seafari, Inc., 823 United Nations Plaza, Suite 810, New York, NY 10017; (800) 348-3669 or (212) 599-0886, telex 238973 AILL.

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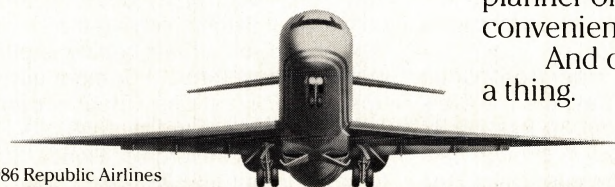
Close your eyes. Imagine myriads of iridescent fish swimming through an exotic wonderland of crystal blue waters and strangely colored corals.

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TREASURE Cay

Diving Adventure In A Yacht Club Setting

TEXT AND PHOTOGRAPHY BY STEPHEN FRINK

Treasure Cay is a relaxed little island, part of the Abaco chain that stretches in a boomerang shape over 130 miles of crystalline Bahamas sea. Bordered by the Great Bahama Bank to the lee and the Atlantic Ocean to the windward, Treasure Cay has long maintained a nautical tradition. In 1595 there were no less than 17 Spanish treasure galleons sunk in the vicinity of this little island. In the ensuing years fishing and diving became the economic imperatives of the settlement. Although tourism is now the grand attraction of Treasure Cay, it is still the sea that forms the focus of activities.

The Treasure Cay Beach Hotel and Villas are comprised of 122 guest units, some of which are hotel rooms and others are garden villas and apartments; four freshwater swimming pools; three bars; a magnificent private beach; three restaurants; an 18 hole championship golf course; tennis courts; a fully equipped 85 slip marina; fishing charters; sailboards and Sunfish sailboats; and the friendly, efficient diving services provided by Treasure Cay Divers.

The resort has evolved into a pleasing mixture of manicured landscaping, tasteful architecture, the natural beauty of a three and one-half mile white sand beach and the conspicuous opulence of the visiting yachts in the superb marina. Given the first class nature of the resort, it follows that the diving services should be of like quality. Treasure Cay Divers, operated by Jim and Carol Beights, is doing a fine job of living up to that expectation.

Conveniently adjacent to both the swimming pool and dockside, the newly renovated dive shop features a small retail area, equipment rentals, scuba instruction and a modest amount of camera accessories. The dive boats consist of a 31 foot Oceanmaster powered by a 3160 Caterpillar diesel and a new 30 foot Island Hopper, also powered by a Caterpillar diesel. These boats are well-equipped for dive operations with tank racks, dive platform, ladders, and VHF radio. Each is

fast enough to reach the dive sites quickly and comfortably. The Oceanmaster will handle 12 divers and the Island Hopper will accommodate 16 two tank divers, although during our visit the loads were lighter. The tours emphasize both scuba and snorkel, as many of the reefs are shallow enough for each. Typically, the boat will depart the docks at 8:30 for a morning two location dive and again at 1:30 for the afternoon one tank excursion. Night dives are also part of the weekly itinerary.

Probably the most requested dive site is a fascinating shipwreck known as the Chub Rocks Wreck. In 20 to 55 feet of water, the ship was a steam powered freighter that ran aground in 1932. Because of the immensity of the wreck and the shallow water, the ship was blown apart to prevent any hazard to navigation. The remains are scattered and, for the most part, of low profile. There is enough definition and shelter, however, to host a massive school of French grunts, as well as large numbers of yellowtail snapper, goatfish, Bermuda chub and the occasional visits of Atlantic spadefish or horse-eye jacks. In the summer season, the wreck is thick with glass minnows and in the partially intact stern section the wide angle photo potential is staggering. There are always barracuda, grouper and even mackerel in residence, but the real stars of Chub Rocks are the amiable resident green morays known as Pickles and Pepper.

The eels are usually found near the boiler section of the wreck and are particularly eager to emerge for a hand-out. Jim and Carol have been working with the eels almost daily since opening Treasure Cay Divers in May of 1985 and are able to elicit quite a performance from the cooperative duo.

Just a short boat ride from Chub Rocks, toward Guana Cay, are the Catacombs. With a maximum 30 foot depth, this dive site features swim-through caverns into which sunlight percolates. The

lighting is cathedral-like and diver silhouettes are especially effective here. There are large stands of elkhorn coral nearby as well as brain and star corals. The typical marine life includes copper sweepers and glass minnows, parrotfish, angelfish, stingrays and even an occasional jewfish or blacktip shark.

Bradley's Bowl is just off No Name Cay and is generally dived as a 45 minute circumnavigation of the vertical wall face dropping from 10 to 45 feet. Sea turtles are spied with great frequency here. Green morays, butterflyfish, angelfish, nurse sharks, stingrays and barracuda are the predominant species.

Some of the other favorite sites include Lighthouse Reef, in 20 to 40 feet with good grunt populations and excellent corals and gorgonians; Sand Chutes, near the Fowl Cays, with huge coral walls on either side of a massive sand alleyway; and Guana Gardens, which features a huge cavern and superior fish populations in only 45 feet of water. Since Treasure Cay Divers is a relatively new operation, the divemasters are continually expanding the available dive sites. As schedules permit, exploration is a high priority. If the group is particularly adventurous, deviation from the set sites is encouraged. The frequent reward is a spectacular site that, very likely, has never been dived before.

Treasure Cay Divers is an affiliate of Gulfstream Pacific Airways, and packages include roundtrip air fare from Ft. Lauderdale, accommodations and diving—and are available with or without meal plans. Many of the guest units feature kitchens for those who prefer cooking. For those guests arriving by private aircraft, by boat or by one of the other commercial carriers serving the Treasure Cay Airport, an air fare rebate is offered in the package price. For more information or reservations, please contact Treasure Cay Divers at 4050 SW 11th Terrace, Fort Lauderdale, Florida 33315 or call collect (305) 763-5665. 



Center: Jim and Carol Beights, operators of Treasure Cay Divers, with their dog Chico. Clockwise from left: The propeller of the Chub Rocks Wreck; Treasure Cay Divers' boat; hotel rooms and pool; glass minnows at the Cathedrals; eel feeding at the Chub Rocks Wreck.





ou can hear the church bells chiming from here any evening, clanging out one of the many sounds of old Mexico. On Sunday night the Cozumelenos parade by on their mopeds. All dressed up in brightly colored dresses, the pretty *señoritas* ride side-saddle behind their dates. They are on their way to the weekly plaza fiesta in San Miguel, not far down the road from the Galapago Inn. In town to celebrate the beginning of a new week, they mingle with and offer greetings of "*buenas noches*" to the *touristas* who are in town just to celebrate.

The music of Spanish guitars and Latin brass skips across the plaza and down the side streets. People dance and laugh and sing. Vendors cry out for you to try their *helados*, the local version of coconut ice cream. Craft stores stay open late to let you browse through the pottery, leather and jewelry; little boys shyly peddle their conch shells and chewing gum. Some ask for a few pesos, others, more wise to the perils of local inflation, offer a better price for the green dollar.

Out over the ocean, the sun has already slipped behind the cloud bank that seems to perpetually hover right at the horizon. It glows from beyond the edge of the earth and turns the sky 100 shades of orange. Lying in one of the half dozen mesh hammocks behind the Galapago, it makes a perfect backdrop for the favorite pastime on this island: doing nothing.

Tucked right at the western corner of the Caribbean, just off the Yucatan Peninsula, Cozumel sits on a sheet of constantly moving azure sea. On its western edge, the Galapago Inn is an ideal island home for anyone who loves underwater sports. With only 31 rooms, it is small enough to be warm and comfortable, but large enough to provide anything needed during your vacation. Designed and built exclusively for divers—unlike almost all the other hotels on the island—the Galapago has its own dive operation and boats. Every step of the diving operation is dependably under its control.

Instead of the feel of staying in a hotel, the inn makes you feel more as if you were a guest in a private hacienda. Through the high archway entrance you stroll into a tropical garden lined with cobblestone walks. It has a flowing fountain at its center and at night colored lights bounce off the coconut palms to enhance and reconfirm the feeling of tropical Mexico.

Overlooking the garden, above the entrance arch, you'll find the Fat Grouper Restaurant. Here the food is honestly Mexican, not the Tex-Mex you find in American fast food restaurants. Sample some black beans with *quesadillas*, the Mexican version of a grilled cheese sandwich; great *enchiladas*; or a dozen other tasty dishes. For a super breakfast, be



The Galapago Inn

Spanish Charm In The Blue Caribbean

TEXT AND PHOTOGRAPHY BY STEVE LUCAS



The Galapago Inn mingles the quiet charms of a tropical resort with the atmosphere of old Mexico. Underwater, drift dives and awesome, prolific reefs await the diver. Fish are conditioned to handfeeding and macro subjects are plentiful. Top: Galapago Inn courtyard. Left: A sundown siesta in one of the Inn's hammocks.

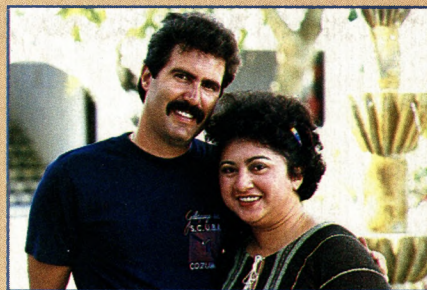
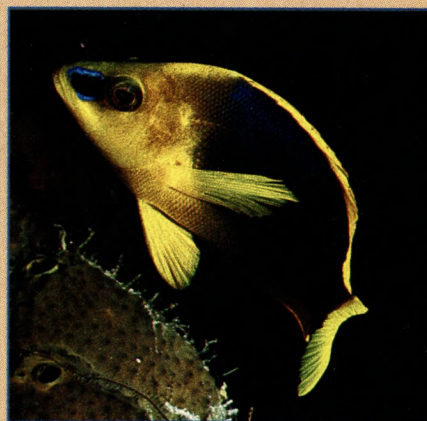
sure and order a plate of *huevos motulenos*, fried eggs with *tortillas*, cheese, beans, peas and other garnishings.

Up a few steps, just beyond the outside patio bar, a freshwater pool overlooks the sea. The courtyard and pool are separated from the Caribbean by a small beach and a wall of ironshore. On one night each week the laughter of the plaza fiesta and the breaking of the *piñata* can be found here, just beyond the dive shop. Carved in the shoreline's face, steps lead down into an artificially created tidepool. From here you easily swim beneath a walkway bridge out onto the reef.

Diving in Cozumel is largely drift diving owing to the perpetual motion of the

ocean's currents. With an immeasurable volume of water constantly pushing itself somewhere past the inn, the seafloor out front has developed an ecosystem uniquely its own. Twenty to 45 minutes south by boat, the famous reefs called Paradise, Santa Rosa and Palancar are so alive, so colorful and so lush they seem to have no available space for another living creature.

The major reefs look as though they were constructed over a row of three story houses set on the edge of a cliff. Like enormous boulders with sand chutes, caves, caverns and crevices running through their bases, the corals reach to within 20 feet of the surface.



Above: The Galapago Inn dive boat heads out to adventure. Clockwise from left: Curious snapper at Paradise Reef; a diver examines elkhorn coral at Shallow Columbia; a colorful butter hamlet; Tim and Patti Massimino, managers and co-owners of Galapago Inn.

On the shallow reefs, the French angels are always waiting in pairs for your arrival. The angels and the yellowtails, the Bermuda chub and the wrasses: They all have it figured out—divers bring food. The fish are in rich concentrations, in a collage of delicate hues; the water clarity is incredible; there are a billion invertebrates: Everything combines to give this island's diving a distinctive character.

In addition to the massive and awesome structures that have made Cozumel so popular, these reefs are an aquatic macro heaven for underwater photographers. Practically every rock has an anemone clinging to its base whose tentacles spread as much as a foot. Some

are delicate pink with bright purple tips, others are more subtly decorated. Almost all carry on symbiotic relationships with the other reef inhabitants. Arrowcrabs stroll from tentacle to tentacle; tiny cleaner shrimp hide among the arms, protected from predators; gobies rest just out of the anemone's sometimes deadly reach.

Beneath the crevices and in the basket sponges, red and white banded coral shrimp show off their peppermint candy stripes while posing for a close-up lens. Up under the ledges, enormous king crabs, with leg spans of several feet, successfully blend into the environment. And, out in the blue water off the deep wall, large ocean inhabitants frequently

come close enough to exchange glances.

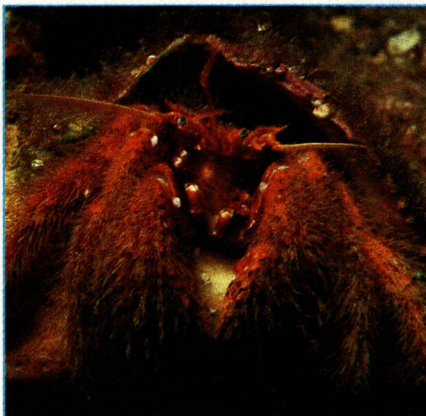
Managed and co-owned by Tim and Patti Massimino, the Galapago Inn is one of the most often revisited properties on Cozumel. Many divers boast of being so happy while staying here they have come back as often as six and seven years in a row. For a color brochure and reservations contact: Aqua-Sub Tours, P.O. Box 810306, Houston, TX 77281; (800) 847-5708 or (713) 783-3305—or, Sea Safaris, 3770 Highland Ave., Manhattan Beach, CA 90266; (800) 821-6670 or (800) 262-6670. In Mexico, contact Galapago Inn, P.O. Box 289, Cozumel, Q. Roo, Mexico 77600; (011-52-987) 20663, 21133, 20853. 

Laguna's Crescent Bay A Haven For Sea Lions

Divers don't usually expect much from a beach diving site popular among instructors for student checkouts. After all, anyplace that is easily accessible, with sufficient parking and a protected entry area probably doesn't have anything to challenge an advanced diver. But guess again. Crescent Bay is probably the only beach diving site in Southern California that guarantees encounters with sea lions. And, a 200 yard swim will reveal an extensive, hidden reef area that can yield game to the more skillful diver.

Crescent Bay is the northernmost cove within the city limits of Laguna Beach. Proceeding south on the Pacific Coast Highway, turn right at Cliff Drive, then make another immediate right and grab the first available parking space. If your dive trip is in the summer, come early to beat the beach crowds or plan on parking a few blocks away. A set of concrete steps leads down the bluff to the crescent shaped bay.

At the top of the steps is a sign that identifies the bay as a marine life reserve. It lists legal game that



Everyone from beginner to advanced diver will find something of interest at Laguna's Crescent Bay. One of the most exciting aspects of a dive here is the colony of sea lions that inhabits Seal Rock. The animals enjoy frolicking with divers. Macro photographers will find ample subjects including hermit crabs, gorgonians and nudibranchs.



can be taken there, but states everything else is protected. The purpose is primarily to outlaw the taking of tidepool creatures. But, it is also illegal for divers to take starfish, mollusks or any creature not listed.

The best diving, as well as the easiest entry, is found at the northern end of the cove. A shallow rocky area protects that part of the beach from the prevailing westerly swell. Entering to the south exposes the diver to more waves and results in a longer swim to the prime diving area. There is nothing but sand in the center of the cove. Owing to the slope of the sandy area, plunging waves are prevalent on days of big surf, in the middle of the cove. That situation is ideal for daredevil body surfers, but risky for divers.

Seal Rock is about 100 yards from the entry point. The name is misleading, because no seals live there. But a colony of California sea lions makes the rock its permanent home. For those confused by the distinction, sea lions have external ears, thin, streamlined necks and swim rapidly by using their front flippers. In contrast, seals have no external ears, have fat necks and swim more slowly,

wagging their hind flippers like tails.

People are not allowed to climb upon the rock, but that isn't necessary. The inquisitive marine mammals enjoy playing with divers and usually enter the water as soon as anyone approaches their domain. They enjoy swooping down, then veering off at the last second as they blow bubbles in the observer's face. Enjoy the encounter, but make no aggressive movements when pups are present.

When watching these sleek, graceful animals, I am always struck by my own lack of speed and efficiency underwater. I once did an impromptu ballet with them, but had the advantage of a diver propulsion vehicle. Even with it, they swam circles around me.

When swimming out to Seal Rock, be sure to detour around the outside of the exposed reef at the north end of the cove. A shortcut inside it will save about 50 yards of swimming, but the two to three foot depth is covered by shallow rocks. Even in three foot surf, a diver or snorkeler can get tumbled in this hostile environment. It's best to take the long way.

Depending on the visibility and the equipment used, this is one of the best

places to shoot sea lion pictures. Even a snorkeler's 100 yard swim will usually be rewarded with an underwater glimpse of the pinnipeds.

Visibility usually ranges from 10 to 30 feet along the beaches of Laguna. The best days generally occur in the fall and the worst in summer. I have seen 60 foot plus visibility here, but also, under red tide conditions, only five feet.

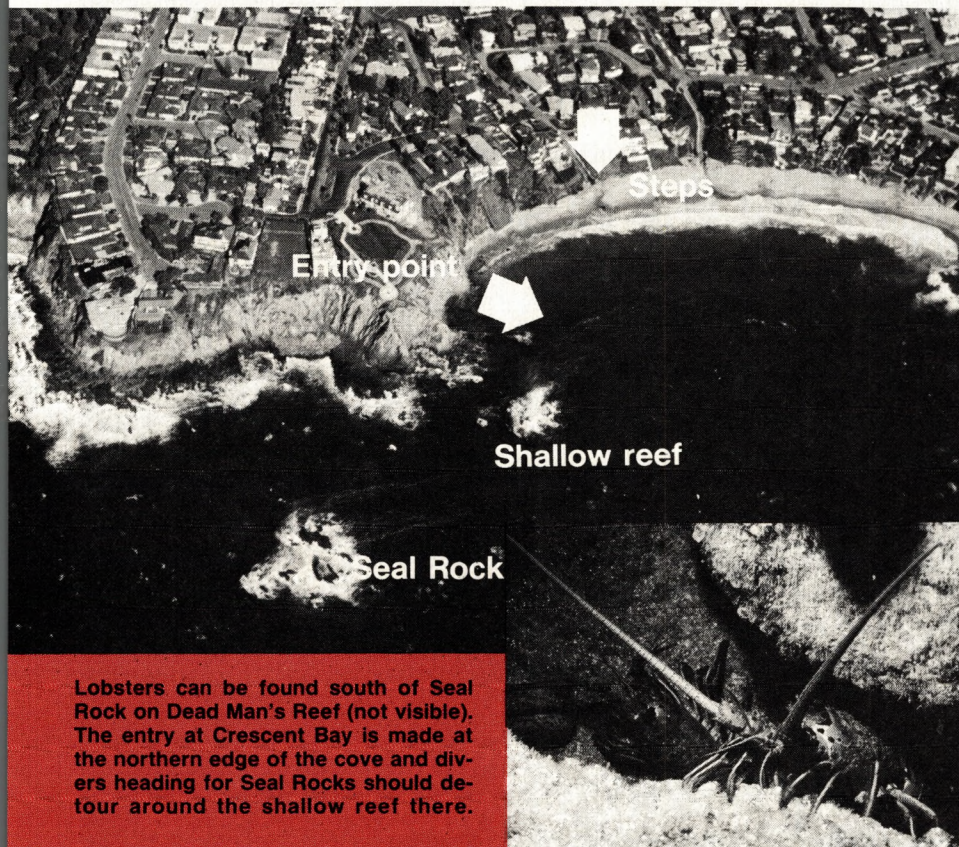
There used to be a healthy kelp bed in the 30 foot rocky substrate just south of Seal Rock. But El Niño completely wiped it out. The calico bass that used to live there have moved on. A shallow reef area, with about 15 feet of vertical relief, lies about 20 yards south of Seal Rock. The backside drops into sand at 35 feet; this is as far as most divers go. But, those who know the area continue for another 100 yards south to a place with the inhospitable name of Dead Man's Reef.

No one knows how the reef got its name. But live divers certainly appreciate it, because it is one of the few spots off Laguna's beaches where game is still found. Lobster divers often find it productive early in the season, before commercial traps have taken their toll. Many scallops display their orange lips in a mocking grin, a sure sign that Dead Man's Reef escapes much of the diver pressure of the shallower areas.

For several years, a large male sheephead in the 25 to 30 pound range was a resident of the reef. Any large fish has had time to develop a strong distrust of man and this one was no exception. He always remained just at the limits of visibility, well out of polespear range. But one night, while looking for lobsters, I spotted him sleeping in a crevice. He continued his slumber while I stroked him. At that point, I no longer considered him prey, but rather a resident pet. The fish hasn't been seen there for a few years. Maybe someone finally speared him. I would prefer to think he moved on to a more secluded underwater environment, where he can nap undisturbed.

Crescent Bay is a favorite place for instructors to bring their students. (During the summer, all instructional activities on Laguna's beaches must end at 10:00 am, according to a city ordinance.) The entry and exit is relatively easy and the 100 yard swim to the diving areas provides a good chance to evaluate student watermanship. Even on days of poorest visibility, divers are sure to encounter sea lions, so they will come home from the experience enthused about the underwater world. The same can be said for veteran divers. Crescent Bay is an easy dive, where the rewards far outnumber the hassles.

TEXT AND PHOTOGRAPHY BY ERIC HANAUER



Lobsters can be found south of Seal Rock on Dead Man's Reef (not visible). The entry at Crescent Bay is made at the northern edge of the cove and divers heading for Seal Rocks should detour around the shallow reef there.



A Day With The Dolphins

... these guys are perfect

photos/Doug Martin

BY DOUG MARTIN AND JIM RESSEGIEU

"A lot of people think that God created the earth in six days and on the seventh day he rested. I feel that on the seventh day God created the dolphin—having learned from all the mistakes he made on the other days. These guys are perfect!"

—Lloyd Borguss

As scuba instructors and avid divers we feel extremely fortunate to live in

South Florida, which we respectfully feel provides the most enjoyable diving in the continental United States. Unquestionably, there is interesting and worthwhile diving in many other areas of the country, but it is difficult to top South Florida's year-round warm weather, warm water, shipwrecks and coral reefs. For example, during our nine month lobster season, a fresh lobster dinner is no farther away

than a 30 foot dive on a reef 15 minutes by boat from Jim's dock. While chasing the elusive bugs it's not unusual to see other inspiring creatures such as giant sea turtles, tarpon, graceful spotted eagle rays and huge barracuda—as well as stunning reef formations—every dive is an adventure. A night dive on the same reef might allow you to caress a sleeping giant blue parrotfish or touch a nurse shark snoozing under a ledge. This is a world where technicolor is the only word to describe the reef panorama.

Despite the indescribable beauty of our local underwater world and the countless thousands of hours of entertainment it has provided us, we had, until recently, shared one rather frustrating, unfulfilled fantasy—neither of us had ever experienced the exhilaration of an encounter with a dolphin while in the water. Although we have both seen wild dolphins on numerous occasions, by the time we had donned our fins and slipped into the water, they were always, sadly, gone. Ah, but to be like Eros, the famous dolphin rider from mythology, and latch onto a dolphin's dorsal fin for a ride!

Thanks to the Borguss family of Key Largo, our fantasy has been fulfilled: This dream-come-true all started when I called Jim and invited him to join me and a group of divers and snorkelers for a special trip. We were to make a morning dive in Pennekamp Park and then enjoy an afternoon frolic with dolphins.



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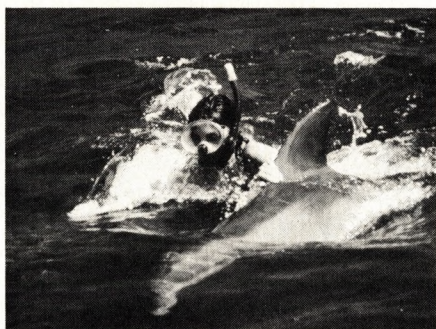
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Our destination was Dolphins Plus, Inc., which is privately owned and funded. It is licensed by the federal, state and county governments. On a remote canal in Key Largo, it is operated by the Borguss family (Richard, Brigitta and Richard's father, Lloyd). They specialize in training the Atlantic bottlenose dolphin (*Tursiops truncatus*) and currently have a sea lion involved in their research program as well. Their program differs from all other dolphin/mammal shows in that it is based totally upon in the water participation by qualified individuals (reasonably healthy, decent swimmers, at least 12 years of age).

Although Dolphins Plus has been formally open to the public for only a little more than two years, Richard and Brigitta have been involved in the marine mam-



With a dolphin dorsal fin in each hand, Sue Martin gets the ride of her life.

mal training business for more than 15 years, having worked in shows and with aquariums throughout Europe and Africa. Despite the uniquely entertaining nature of their swim with the dolphin program, other aspects of their work are more serious in nature. For example, they have participated in a research project in coordination with Dr. Betsy Smith of Florida International University involving autistic children. The therapists and the children enter the water to play and interact with the dolphins—with the result that some of the children became more aware, focused and involved with the external environment. Despite the interesting and worthwhile nature of this and other projects, the main draw is having the opportunity to swim with the dolphins. They run groups of up to five snorkelers at 9:00 and 11:00 am and 2:00 and 4:00 pm. The cost is \$25 per person, which helps defray the enormous cost of keeping and caring for the animals (this isn't your average 55 gallon aquarium).

We had always wanted to get close to a dolphin and all it was going to take was one phone call and a one and one-half hour drive from Ft. Lauderdale. It was difficult to imagine what it would be like. Jim's somewhat skeptical nature conjured up nightmares of hordes of scientists treating these poor dolphins like the white rats of marine mammal studies. He was, admittedly, somewhat dubious. But,

(Continued on Page 122)



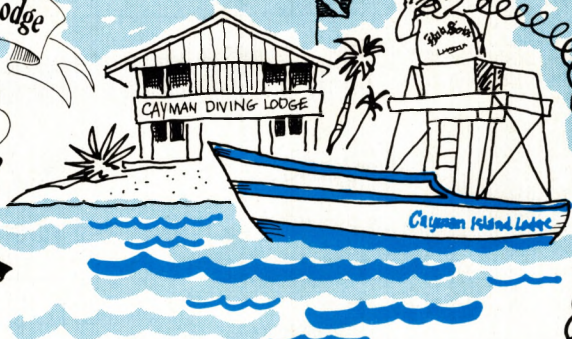
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Nestled on a jungle hillside overlooking a crystal lagoon is the Bayman Bay Club. The natural wood, three story clubhouse and island-style bungalows are surrounded by the fruit and flowers of a tropical forest. Iguanas sun themselves on volcanic boulders, parrots sing in the treetops and the tradewinds gently stir blooming mango trees to a pastel froth. Sunlight penetrates the foliage, scattering patches of gold in the emerald glow.

With jungle movies doing well at the box office and safari clothes chic fashion, it is easy to believe the Bayman Bay Club (BBC) is a Hollywood set rather than a "civilized resort in a tropical jungle." There is no traffic, TV, commercialism or any form of modern city life to break the

rive at the resort in an outboard "taxi." Then, too, a small percentage of visitors may have to layover in La Ceiba during the winter months—a sidetrip viewed as a bonus among experienced travelers. La Ceiba is a perfect example of a coastal jungle town in a "Banana Republic" and a representative of the BBC will arrange for a proper introduction. It's a transformation that will leave you better prepared for the sensual assault of the tropical splendor to come.

Recently, I completed a series of photographic assignments for audio/visual productions topside and underwater in the Bay Islands. The pleasant mandate we accepted was simply to discover what was truly different about the Bay Islands,

copper sweepers, flitting about like undersea moths.

Most divers will identify with more traditional dive sites such as Pavilions, Fantasy Reef, Pinnacles, Bayman Shelf and Bayman Drop. There are more than 20 sites within 20 minutes of the BBC dock. Bayman Drop is perhaps the best example in all the Bay Islands of a buttress channel of enormous proportions. From the air it looks like a linear blue hole: a trough of deep purple running from the island seaward across a reef flat as wide as the length of several football fields. Once an ancient river bed when Guanaja was higher and drier, the Bayman Drop features inside walls and 180 foot depths leading to the outer reef. Here and there

The Bayman Bay Club

Guanaja—Where The Jungle Meets The Crystal Sea

TEXT AND PHOTOGRAPHY BY RICK FREHSEE

pleasant hypnotic glaze that envelops all visitors. For many, BBC will be a pleasant surprise and may indeed be a great lifetime discovery. For eyes jaded by flatland and concrete, this setting on the north side of Guanaja makes the perception of tropical perfection a reality.

The Bay Islands of Honduras, in general, and Guanaja, in particular, are the way the Caribbean is supposed to be, with verdant mountains swimming in a shallow turquoise sea surrounded by wide expanses of open ocean. Divers began to discover the BBC shortly after its opening in 1975 and a small stream of those who are looking for something different has been coming ever since.

The luxuriance of the tropical forest above is mirrored in the prolific reefs below, where marine scientists have indicated that nearly all Caribbean hard coral species can be found. There are statue-like stands of pillar coral, splendid drop-offs, colossal canyons and huge pinnacles a short distance offshore.

BBC is small, and Guanaja is not the easiest place to get to. If you believe, as Spencer suggested, that "life is travel, not a destination," you'll find the journey from the mainland in a DC-3 an enjoyable adventure and as much a part of the Bay Island experience as camels are to the Sahara. At least you will feel you have had to travel to get there: You arrive in Honduras via jet from Houston, Miami or New Orleans, transfer to an island hopper bound for Guanaja and finally ar-

rive both above and below the sea.

Examples of volcanic islands surrounded by coral are found in many areas of the Caribbean and the South Pacific. In Guanaja, however, in addition to well-formed coral reefs, there are caves, caverns and canyons with impressive visual evidence of the volcanic formation of the island chain. At the eastern tip of the island (a 45 minute boat ride from the BBC dock) is a series of coral fingers, some rising more than 40 feet from the sand bottom, that are honeycombed with cave and cavern formations. Inside is a maze of inter-connected passageways that provides a mesmerizing and exhilarating experience. Those we entered were guarded by a school of mighty tarpon and a short distance from the entrance were thousands of glimmering pilchards. Although often a little rough and surgy on this side of Guanaja, a more magical dive is hard to find.

The best volcanic caverns are found at Black Rocks, about 30 minutes from BBC. From 6 to 85 feet is an extensive area of huge rock fingers and coral encrusted boulders with giant canyons and serpentine passageways large enough for a truck. Many of the passageways have side caverns that narrow into minicanyons covered with a coral roof. Further penetration will reveal walls of pillow lava—once hot molten rock that cooled and hardened while flowing—looking like a giant welder's bead. The intoxicating scene is complemented by schools of

are overhangs and pinnacles associated with the vertical wall. Unusual and vivid coral and sponge formations form the decorative landmarks of a dozen individual dive sites.

Most welcome is the recent addition of a new, spacious and well-equipped dive boat. The 40 foot *Nimitz* is a practical work boat with plenty of deck space and good cruising speed. *Nimitz* replaces *Son of the Beach*, the quaint lifeboat now relegated to ferry duties and back-up service. The divemaster, "Beau" Bush, is a young Bay Islander who is spirited and capable. A former commercial diver, Beau is knowledgeable about dive sites and island lore. Waterdog divers will appreciate the unlimited beach diving with spots such as Kitchen Reef that harbor a variety of interesting macro subjects. Dive from the beach or dock every night if you please.

The moving force behind the Bayman Bay Club is owner/creator Tom Fouke, a businessman who resides in St. Louis, Missouri most of the year. Tom cleared the jungle, helped design and build BBC and still spends a lot of time here overseeing the operation. Tom originally fell in love with Central America and the Bay Islands after his army stint, served in the jungles of Panama. He is now devoted to his next project, an expansion program building new cabins, some of which will be offered for sale.

The resident manager is Alejandro Monterosso, a Bay Islander who served
(Continued on Page 112)



The Bayman Bay Club is nestled on a jungle hillside overlooking a crystal lagoon in the Bay Islands of Honduras. Above: The interior of a Bayman Bay Club cottage. Right: BBC—where the jungle meets the sea.



The Bayman Bay Club offers secluded tropical splendor both underwater and above. Clockwise from above: BBC's three tiered clubhouse; underwater canyons at Black Rocks; divers aboard the 40 foot *Nimitz*; scenic waterfall near the resort.



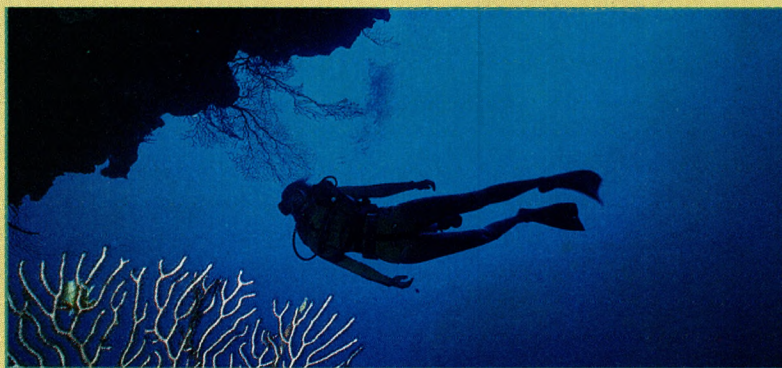


Dive sites off East End feature drop-offs and colorful sponges such as the green basket (above) and orange vase sponges at Lost Wally. Bottom: Gorgonians at Vertical Wall; the *Deep Six*.



Cayman

TEXT AND PHOTOGRAPHY BY GERI MURPHY



If you are more interested in great diving than swank hotels, the Cayman Diving Lodge may be just the ticket. While this modest resort may not have a uniformed doorman and a plush, gourmet restaurant, it does offer a smorgasbord of truly exciting diving experiences and the best drop-offs in the Cayman Islands.

The Cayman Diving Lodge is a small hotel designed by divers and run by divers who really care about your vacation. It's not fancy, mind you, but the rooms are clean and the food is wholesome. Every guest is treated like a member of the family and the diving is absolutely grand. Best of all, the price is right.

The Lodge is on the world famous island of Grand Cayman, 480 miles directly south of Miami. It is just one hour from Miami or two hours from Houston aboard a Cayman Airways 727 jet.

Grand Cayman is a British Crown Colony best known for its banking and superb

environment totally captivating. It is just plain peaceful. The most impressive natural attraction of this area is a magnificent coral barrier reef that sweeps outward in a giant semicircle like Neptune's fishnet. This thorny ribbon of sharp coral has caught many a ship and the wrecked remains are still visible.

The major industry of East End village is the Cayman Diving Lodge. It is the only two story building around and employs a staff of 15 people. Most are East Enders who have worked here for 12 to 15 years. These devoted and kindly islanders are the heart and soul of the Lodge.

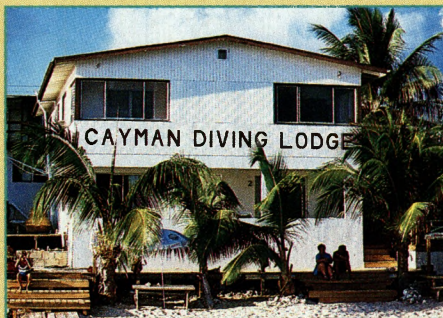
The Lodge is a real diver's hotel, right on the beach, with a grand view of the Caribbean Sea and the distant barrier reef. Some of the oceanfront rooms are less than 50 feet from the water. The Lodge is one of the few spots on Grand Cayman where guests can enjoy both the sunrise and sunset. The hotel faces to-

looked so good or worked so well. It is a bit like putting a brand new engine in your favorite classic car.

The Lodge has a total of 16 rooms, a small facility by most standards. This keeps the atmosphere cozy, informal and the service, highly personalized. Every guest is known by his/her first name. Each room is equipped with a brand new air-conditioner, plus a ceiling fan. Guests can choose either natural cooling or refrigerated air.

More than 1,000 square feet of new wooden decking has been constructed around the rooms, providing guests with a terrace area for afternoon relaxation. The dining room area is an open air facility that affords a beautiful view of the ocean and is cooled naturally with the prevailing breeze. This facility has also been renovated with new dining tables and a complete, heated buffet service.

The Lodge serves three hot meals a



Guests at the Cayman Diving Lodge are known by their first names and treated like family by the staff. From left: The Lodge maintenance manager, Edney, keeps everything running smoothly; manager Pat Scharr; Cayman Diving Lodge, at the quiet East End of Grand Cayman, offers an alternative to the bustle of hotel row.

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wall diving. The island is 22 miles long and seven miles wide. George Town, the capital, and most of the hotels, are on the west shore.

The Cayman Diving Lodge is at the East End of the island, far from the traffic jams, visiting cruise ships and tourist bustle of hotel row. The 30 minute drive here makes you feel as if you are entering another world, another era. The East End is like a different island.

Much of this part of Grand Cayman is still natural and undeveloped. The settlement of East End is barely a handful of island houses and a few farms. The pace is slow, the people are friendly and the

ward the south with a clear view of both east and west.

The Cayman Diving Lodge first opened in 1972 as a futuristic vision of Bob and Elita Soto. It was ahead of its time and over the years has changed management several times. It was even closed for a brief period.

In December 1984, Ron Kipp and Pat Scharr purchased the Lodge, reopening it in time for Christmas. During the ensuing one and one-half years of operation, the Lodge has undergone a complete overhaul. The rooms, the dining area, the lobby and the dive operation have been totally renovated. The Lodge has never

day. Most guests are on the modified American plan package, which includes breakfast and dinner. However, lunch is a popular affair for both guests and drop-in visitors. The menu includes such choices as fried chicken, fried fish, burgers, BLTs or grilled cheese specials.

A favorite time of day is the afternoon, when most guests are relaxing from their two tank morning dive. There are plenty of chairs and lounge areas in which to sit and read a book or simply enjoy good conversation with friends. Much of the talk is about the morning dives and each guest relates his/her experiences.

(Continued on Page 114)

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BAYMAN BAY CLUB

(Continued from Page 109)

as dive operations manager for four years at the BBC. With a deserved reputation for adventure, Alejo projects a genuine enthusiasm for his island in the sun.

A cluster of native wood cottages or bungalows (only nine units at present) are arranged on a verdant hillside and connected by wooden walkways that lead to the clubhouse. Each cottage, simple, airy and charming, has a spacious bedroom, overhead fan, hot shower and a private porch. The dwellings are hidden in a thick forest of palms, pines, banana, mango, almond, chicle, frangipani, hibiscus and mandarin orange trees.

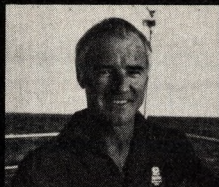
Below is a palm-lined white sand beach that curves around to a wooden dock with a three story hut serving as observation deck and dive storage locker. The dock leads to steps that rise toward the clubhouse or mainhouse, which looks like a proper lodge from which to launch a dive adventure or jungle safari. The open air three level structure is made entirely of island wood with a dining room and bar at the main/lower level. On the level above, the game room is a three wing affair complete with a pool table, game center, backgammon, cards, checkers and chess. The center wing facing the ocean has a giant chaise and couches where you can relax and plan tomorrow's adventure. A cozy observation deck, complete with hammock, tops the spectacular clubhouse.

Meals are a pleasant combination of familiar and island delights served family style. The menu features fresh fruits and vegetables from the mainland as well as home-baked breads and native grown delicacies such as breadfruit, cassava, pineapple, papaya and bananas. Fresh seafood is a BBC staple.

The grounds behind the resort rise fast toward pine covered mountains; the highest is Michael Rock, nearly 1,500 feet high. A steep path leads to a choice of directions along the mountain spine: The west path leads to a beautiful coconut plantation and the east path, to scenic Michael Rock Beach. A mile and one-half along the north coast is the entrance to Big Gully—a narrow stream choked with riotous vegetation leading upward to an enchanted forest.

The Bayman Bay Club and Guanaja offer a series of treats; excellent diving including broad volcanic caverns, exotic drop-offs and unlimited access to beach diving grounds. The pleasant staff, excellent food and comfortable support services are well above the norm for a wilderness area.

The Bay Islands are served by Tan Sahsa Airlines, which offers direct flights



CARL ROESSLER REPORTS FOR SEE & SEA TRAVEL

President, See & Sea Travel Service, Inc.
Author, *The Underwater Wilderness*
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Diver's Guide to the Cayman Islands
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Since I felt young and strong, speedboat racing through the archipelago was a thrill the first time. And the second. Even the third. By the end of a week, however, it was something you didn't dare to mention at the dinner table.

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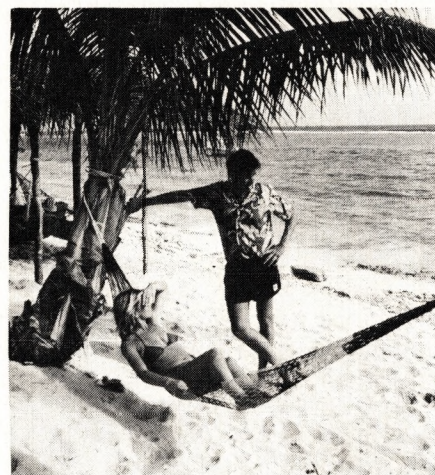
to La Ceiba from Miami, Houston and New Orleans.

The Bayman Bay Club offers a seven night package that includes transfers and a full variety of activities, three meals per day, two boat dives per day, unlimited shore diving, Saturday night disco, waterfall trip (two person minimum) and sunset cruise. Special packages are available for 6, 12 and 16 guests. A new color brochure is now available. For reservations please contact: Terry Strzalkowski, Bayman Bay Club, U.S. Office, #1 Isle of Venice, #206, Ft. Lauderdale, FL 33301; (800) 524-1823, (305) 525-8413.

CAYMAN DIVING LODGE

(Continued from Page 111)

There are picnic tables and benches on the small beach in front of the Lodge. This is a great place to enjoy an afternoon cocktail. Hammocks are slung among the coconut palms along the



beach and you can always find a diver here, reading a book or taking a snooze.

The Lodge has just been refitted with a brand new tank fill system, including two new 15 cfm Worthington compressors, new filters and two giant, 1,500 cubic foot air storage flasks. The old steel scuba cylinders have been replaced with 30 new 80 cubic foot aluminum tanks. The dock has been remodeled and includes equipment lockers and a seating area.

The Lodge has two dive boats that are the work horses of this small resort. The *Deep Six* is a 32 foot custom V-hull that can carry 16 divers. The *Barracuda* is a 28 foot custom V-hull of similar design that can carry 10. Both are equipped with tuna towers, which allow the skippers to navigate through the barrier reef safely. Both vessels are equipped with stern dive platforms and all of the safety equipment

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CAYMAN DIVING LODGE

necessary to qualify them as Cayman dive boats.

The daily routine at the Lodge is simple and straight forward. Breakfast is served from 7:30 to 8:30 am. The dive boats depart the dock between 9:00 and 9:15, usually one boat at a time. Morning trips are two tank dives at two different sites.

The boat is usually anchored by 10:00 am and the first dive is usually on a wall to 100 feet for 20 minutes maximum. There are 15 different wall sites from which to choose and the variety of drop-off profiles is remarkable.

After a rest on the surface and a move to a new site, the second dive is made at approximately 11:30 am. This is usually a shallow to medium depth coral reef in 30 to 50 feet of water. The quality of diving is excellent and the sites offer a variety of coral caves and tunnels.

The boats return to the Lodge by 1:00 pm, in time for a shower and lunch on the terrace. The afternoon is free for sleeping, reading, island touring by car or shore diving at the Soto's Scuba Centre in George Town. Many guests spend the afternoon snorkeling and exploring the coral lagoon in front of the Lodge.



Dinner is served at 7:00 pm and afterward guests enjoy the evening with good conversation, playing games or simply reading. Those who are looking for more excitement often take a ride into town.

The Cayman Diving Lodge's most compelling attractions are its spectacular drop-offs. This was the reason the resort was built in the first place. Just about all of Grand Cayman offers exciting wall diving, but the walls at this end of the island

are the cream of the crop. They are awesome! With more than 15 wall dives to choose from, it is difficult to experience all of the East End in one week. Many guests return for the second and third time, always in quest of that special wall they heard about but did not dive.

The Maze is a wall site named because of its incredibly intricate series of narrow, deep coral canyons. They crisscross in a dozen places or spill out over the edge of

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- Safe diving is more than a slogan
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the wall. The Chimney is marked by a vertical coral tunnel that takes a 90 degree turn at 135 feet and exits out on the wall. Tunnel of Love is a long, winding coral tunnel that begins at 60 feet and exits the wall at 15. Vertical Drop is marked by a giant sand chute that spills over the wall at 160 feet. Cayman Canyons is another vertical wall tightly packed with seafans, black coral and exotic sponges. Lost Wally features some of the largest and most beautiful green and yellow tube sponges. Three Sisters is a cluster of three large pinnacles that stand out from the wall. Other sites include: River of Sand, Drift Dive Wall and Wall Ninety.

While the medium depth coral reefs are not as spectacular as the wall dives, they are fascinating to explore. Ironshore Gardens is a monstrous labyrinth of elkhorn coral tunnels and passageways in 30 to 50 feet of water. Lobster Lair is a pleasant little coral garden close to shore. Ten Sails Reef is a coral patch in 15 to 30 feet of water. Ridgefield Reef is close to the wreck of the *Ridgefield* with depths ranging from 8 to 40 feet.

For those who like to spend a leisurely afternoon snorkeling and exploring shallow reefs, there is a great area directly in front of the Lodge. It is known as Lodge Lagoon and runs from four to eight feet deep. The area is loaded with macro creatures, including octopus, shrimp, morays, lobsters and stingrays. It is also great for just plain fish watching.

One of the best attractions of the Cayman Diving Lodge is the price. Vacation trips to the Caribbean are expensive by anyone's measure, but the Lodge is a lot less painful on the pocketbook. This resort has formulated a variety of different dive packages that can suit anyone's financial means. The packages break down into three basic lengths. The shortest is a four day/three night package that includes two days of diving and unlimited shore diving. The medium length trip is six days/five nights and includes four days of diving, one night dive and unlimited shore diving. The biggest package is eight days/seven nights and includes six days of diving plus a night dive and unlimited shore diving.

All three packages include roundtrip hotel van transportation from the airport, an air-conditioned room, breakfast and dinner, gratuities, government taxes and diving services. These packages range from \$270 up to \$630 (double occupancy). As one customer said: "Dollar for dollar, this is the best diving bargain in the Caribbean."

For more information, specific prices or reservations you can call toll free; (800) 262-7686. By dialing this number, you get to talk to someone in the headquarter offices of Bob Soto's Diving Ltd., right on Grand Cayman Island. You can also write for information by addressing your query to Ron Kipp, P.O. Box 1801, Grand Cayman, B.W.I.

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OLYMPUS II

Olympus Dive Charters of Morehead City, North Carolina has begun operation of its new 75 foot long dive boat, *Olympus II*. The vessel is equipped with an air-conditioned and heated lounge, VCR for dive site videos, microwave oven, shower facilities, individual gear lockers, four foot wide stern dive platform and a davit



for lifting artifacts. The *Olympus II* cruises at 16 knots and will carry 28 divers to sites in the Ocracoke, Cape Lookout and Cape Fear areas through October. During the winter, the *Olympus II* will move south to Islamorada in the Florida Keys and run dive trips there.

For more information contact Captain George Purifoy, Olympus Dive Charters, P.O. Box 486, Morehead City, NC 28557; (919) 726-9432.

ANSE CHASTANET/SCUBA ST. LUCIA

Twelve new rooms have been added at Anse Chastanet Hotel. The new rooms were designed in the style of West Indian plantation houses with large balconies, overhanging eaves and bright spacious interiors. Right on the beach, six of the new rooms have private plunge pools in their balconies.

New conservation laws have recently been passed in St. Lucia, and Anse Chastanet Bay and the Pitons have been declared marine reserves. All forms of fishing, trapping, coral removal, etc. have been banned.

Anse Chastanet/Scuba St. Lucia, in conjunction with the St. Lucia Fisheries Management Unit, have obtained a 139 foot freighter, the *Lesleen M*, which is to be sunk as a sport diving wreck in a secluded bay 20 minutes by boat from Anse Chastanet. The *Lesleen M* is to be sunk in 70 feet of water at Anse Couchon on the west coast of St. Lucia, thereby ensuring accessibility to divers year-round.

For further information contact Go Diving, 715 Florida Avenue South, Minneapolis, Minnesota 55426 or phone toll free (800) 328-5285. To contact Anse Chastanet directly, write to: P.O. Box 216, Soufriere, St. Lucia, West Indies or phone (809) 454-7355.

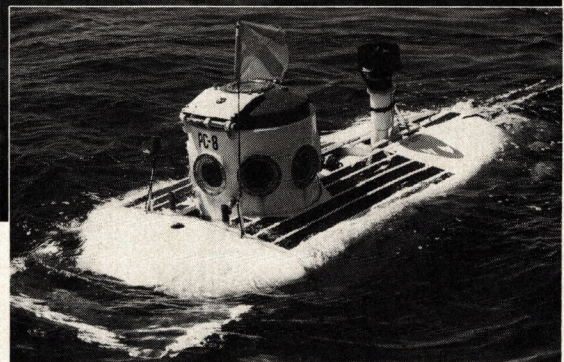
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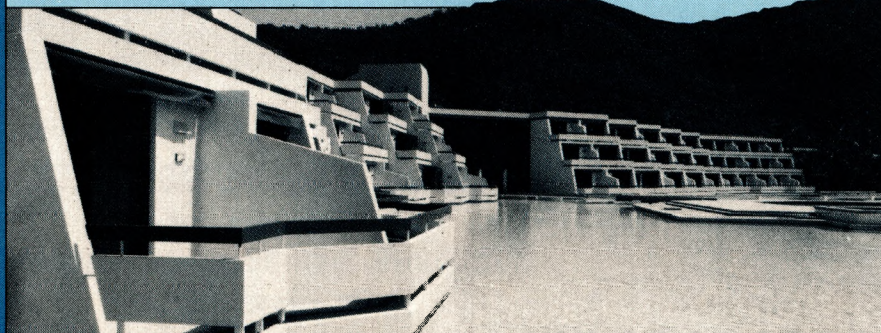


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FITZROY ISLAND.

Only a 45-minute cruise from Cairns, Fitzroy Island is an unspoiled tropical jungle with huge volcanic rock formations. It is surrounded by coral reefs that create many superb diving areas. The resort offers a variety of accommodations and features a complete dive shop with resident instructors. Fitzroy is your chance to enjoy a virtually undiscovered paradise. For brochure, call (213) 381-3062.

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DOLPHINS

(Continued from Page 107)

his apprehensions got blown out of the water: That this was both educational and invigorating is an understatement!

The morning dive was interesting and enjoyable, but it was obvious it was the anticipation of the dolphin encounter that really excited our group. We arrived at the dolphin site and quickly unpacked our snorkeling (no scuba allowed) and camera gear. The program started with a very thorough and informative orientation lecture given by Lloyd. His love, respect and almost fatherly concern for his "pets" is very apparent and punctuates his presentation. This covers the history of the operation, the nature of the dolphins, the care and treatment they receive and advice about what to do and expect while in the water with them.

First Borguss explained about the animals. "Dolphins are extremely adaptable animals, which allows them to be kept quite successfully in captivity. They are born basically without hostility and are by nature both gentle and very playful. In the wild they have but two things to do—eat and play. Since we take good care of their dietary needs, they take their playing quite seriously!"

The four dolphins we swam with are approximately nine years old, nine feet long, weigh about 350 pounds and burn up about 15,000 calories a day. They are taught to eat five varieties of frozen fish, contrary to life in the wild where they will eat only live fish. They are given daily supplements of vitamins E, C, B complex, iron and minerals. The dolphins even have their own health maintenance program. Every four months they are examined by veterinarian Dr. George Baker, who takes blood samples and smears from the inside of the blow hole, mouth and throat. This program of regular preventive medicine extends their normal life expectancy of approximately 17 years in the wild, to up to 40 years in captivity.

Eros, the mythological character, formed lifelong bonds with his dolphins. After Lloyd's orientation, we were ready to jump in and start forming some lifelong bonds of our own! The first few minutes in the water provide a familiarization period; a time to express your curiosity by reaching out to touch the dolphins. They, in their own fashion, do the same. They will stay just out of reach while they scan you with their sonar, trying to get a feel for just who or what you are. If your head is underwater at the time, you may be able to hear or feel their sonar in action. If the dolphins feel comfortable with you, they will move in closer and touch you. They obviously have no arms so they use their snouts to gently poke you or to touch some part of your body. They may also swim right alongside you and gently

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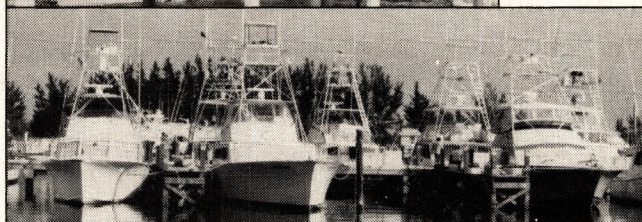
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DOLPHINS

caress you with the full length of their body. In any case, it seems apparent these animals are as curious as we are and check us out as thoroughly as we do them. The more relaxed they become, the more playful they are. However, they are so gentle that at no time did any of us feel threatened or in any danger.

After the familiarization period, we were ready for the riding session. Lloyd sends the snorkelers to the far side of the holding pen. Upon his signal, the dolphins fairly fly across the water to the waiting riders. You will generally be approached by two dolphins at a time, one on each side of your body. They will swim up to you, stop and wait for you to grab hold of their dorsal fins, then carry you on a mad dash back to Lloyd's platform where they will be rewarded with a fish. They continue giving rides until Lloyd's fish supply is exhausted. At this point, Lloyd allows a cooling down period during which you may play with your new friends in any way you and they wish. Although you can, of course, leave the water whenever you want, we spent a total of 30 minutes with the animals.

Once out of the water, you'll find it difficult to control your excitement. You feel at the same time overwhelmed with feelings of awe, exhilaration and simple gratitude for having had the opportunity to experience these magnificent creatures so personally—to fulfill a fantasy! A word of caution, however. Swimming with a dolphin is not for everyone. In many respects they are like 350 pound puppies—very large and very playful. In Lloyd's words, "What may not be enough attention for one person may be way too much for another." They are large animals, you are in their territory and they are capable of jostling you about somewhat, although in a playful and completely nonaggressive fashion. However, to enjoy this experience you should be a decent swimmer and relatively unafraid. Normal apprehensions usually disappear after only a few minutes in the water.

Too excited to immediately drive back to Ft. Lauderdale, we stopped by a favorite watering hole to wine, dine and reflect on the day. "Was not that the ultimate?" I asked Jim. "Yes," he answered, "it was. What do you say we have another rumrunner and then go look for someone with some killer whales?"

If you are planning a Key's trip in the future and have any interest in these magnificent creatures, then this is a must experience. Most area dive shops are booking dive/dolphin packages or you can contact Lloyd, Richard or Brigitta directly at the following: Dolphins Plus, Inc., P.O. Box 2114, Key Largo, Florida 33037; (305) 451-1993. Deposits are required. 



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Dr. Eugenie Clark will be the featured guest on a La Mer expedition to Australia, August 10-15. Ten divers will accompany



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For more information contact La Mer Diving Safari, Inc.; 823 United Nations Plaza, New York, NY 10017 or call (800) DIVE NOW or (212) 599-0886.

HIDEAWAY PACKAGE

ALM Antillean Airlines and the Carib Inn of Bonaire, Netherlands Antilles have combined to produce the Bonaire Hideaway Package. The special package price includes a double occupancy deluxe room for seven nights and 12 dives per person.

The Carib Inn has seven spacious rooms overlooking the pool and patio.

For more information contact ALM at (800) 327-7230.

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Advanced scuba diving courses are being offered in June and July at Kona Village Resort on the Big Island of Hawaii. A seven day package includes lodging at the luxurious hideaway resort in a moderate-category "hale," all meals, roundtrip Kona Airport ground transportation, portage, all other resort gratuities except beverage, Hawaii state tax, the complete diving course and a cocktail party.

Divemaster Carl Walton of Kona Reef Divers will offer week-long NAUI certification courses starting June 28 and July 19. Each class is limited to 10 students.

The 44 hour courses include 14 dives and four afternoon workshops featuring cardiopulmonary resuscitation, first aid and photography.

Walton and dive veterans Paul Warren and Susan Wells will make up the staff teaching the core courses. Big Island specialist Joel Petersen will instruct CPR, first aid and light recovery. Chris Newbert, author of *Within a Rainbow Sea*, will lead the photography sessions.

For more information about the courses and to make reservations, call Kona Village Resort toll free at (800) 367-5290. In Hawaii, call (800) 432-5450.

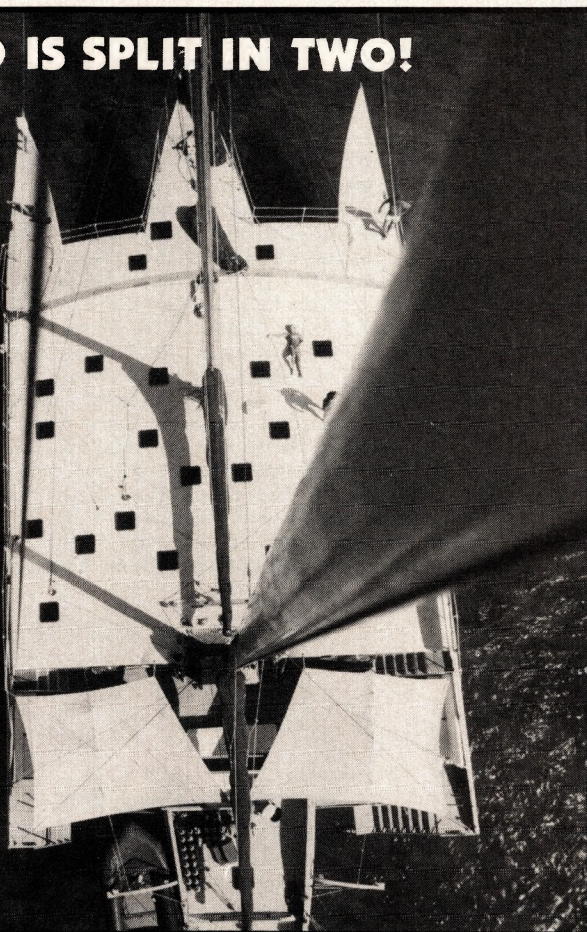
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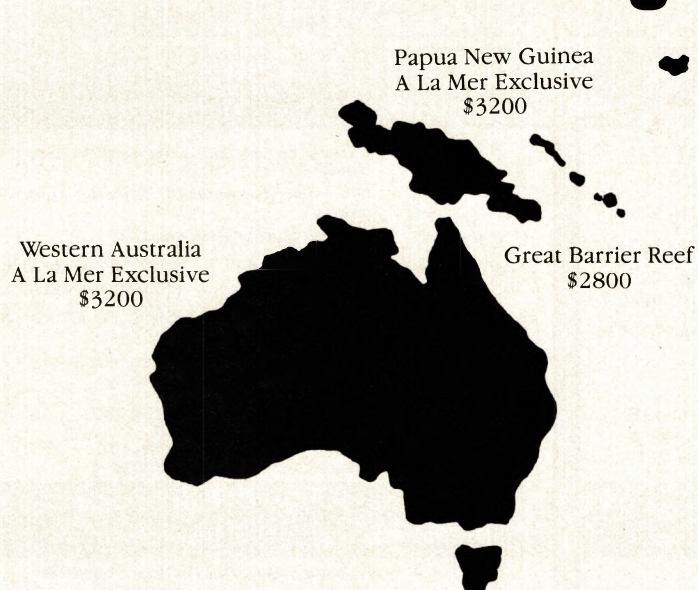
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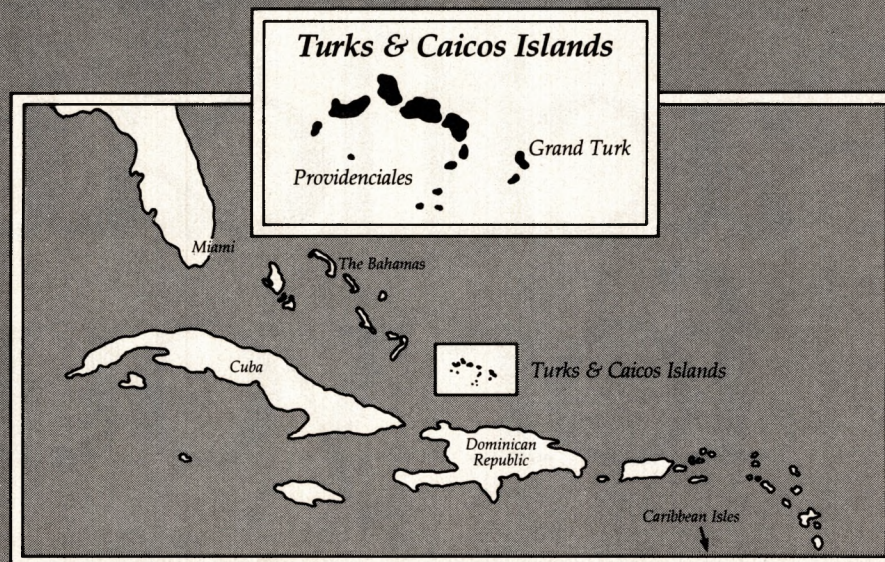
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The Salt Raker Inn is the perfect combination of luxury and casual island comfort, all set in a lush tropical garden directly on the beach. Package includes: accommodations, welcome cocktail, government tax, tanks, backpack, wt. belt, boat ride, guide service and welcome cocktail.

For Bookings: 809-946-2260 SALT RAKER INN
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 P.O. Box 124, Grand Turk, Turks & Caicos, BWI



Blue Water Divers

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 5/2 Tank Dives

DIVE PACKAGES INCLUDE: tank, wt. belt, BP, boat ride, rental equipment also available.



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Turks Head Inn is a quaint 12 room inn featuring the oldest pub on the island. Package includes: tank, wt. belt, backpack, boat ride, guide service and welcome cocktail. Rental gear available. Blue Water Divers offers personalized service in small groups of 10 or less. We put the "Sport" back in diving!

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LADY CYANA PACKAGE

Lady Cyana Divers of Islamorada, Florida Keys has expanded its resort dive package program and has joined forces with three more resorts, offering a variety of accommodation packages.

Accompanying the Lady Cyana Divers/Howard Johnson's Islamorada package program will be the Lookout Lodge, the Chesapeake of Whale Harbor Resort and Richmond's Landing.

Lady Cyana Divers operates the 40 foot *Lady Cyana* and the 60 foot *Lady Cyana II*, offering two trips daily to Islamorada dive sites. Each trip is a two tank dive at two locations. For information and a free dive site directory contact Joanie or Ken at Lady Cyana Divers, MM 85.9, P.O. Box 1157, Islamorada, FL 33036; (305) 664-8717.

CIWOA

Rod McDowall, manager and part owner of Surfside Water Sports, has been elected president of the Cayman Islands Watersports Operators association. Other new officers elected include: Pat Scharr (Cayman Diving Lodge) as the new secretary; and David Feinberg (Tiara Beach) as the new treasurer.

This association, formed in 1980, has about 24 members—all watersports operators who are in competition, but together as an association work to promote the Cayman Islands as a safe diving and tourist attraction.

Immediate goals for the association include: maintaining the safety standard, attracting more divers to fill the rooms that will be available with the opening of Treasure Isle Resort and the Hyatt Hotel and to have the Association's education committee go to the local schools to educate the students to the career opportunities available in watersports around the Cayman Islands.

BONAIRE CHAMBER

Bonaire, in the Netherlands Antilles, has now become an even more attractive diving destination. Thanks to the cooperation and work of Dr. Dick van der Vaart, the Royal Dutch Navy, the Government of Bonaire and the Bonaire Hotel and Tourist Association, there is now a modern, first-class recompression chamber facility at the Bonaire hospital. The chamber was donated by the Royal Dutch Navy and is being installed by them.

The physician in charge is Dick van der Vaart, M.D., who attended the Dutch Navy Course on diving medicine and studied at the Southwest Texas Methodist Hospital Hyperbaric Chambers with Dr. Jefferson Davis.



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SEE & SEA MOVES

After 20 years of growth, See & Sea Travel is moving to brand-new, larger quarters in a modern office complex on the famed Embarcadero. June 1 is the official opening of the new offices.

The new address is: See & Sea Travel, Inc., 50 Francisco Street, Suite 205, San Francisco, CA 94133. See & Sea will retain its current telephone numbers: (800) DIV-XPRT; in CA, (415) 771-0077.

CARIB INN EXPANDS

To further accommodate the Carib Inn's growing number of guests, it has acquired an apartment and three bedroom residence by the sea. These are adjacent to the Carib Inn and double the size of the waterfront property.

Guests who book either the apartment or house have the advantage of being very near town as well as having all the diving facilities nearby.

The oceanside house is an old Antillean home. It has been completely modernized inside and includes a full kitchen, dining room overlooking the Caribbean, large living room and two baths. It is ideal for families, small groups or couples.

The spacious apartment also overlooks the sea and has full facilities. It is designed for a couple or, on occasion, can sleep an extra person.

The Carib Inn has now begun a program to set up an oceanside area for its guests. Plans call for cleanup of the entire beach area and the removal of a pier.

For information please write to the Carib Inn, P.O. Box 68, Bonaire, Netherlands Antilles or call direct, 011-599-7-8819.

ATLANTA/CAYMAN NON-STOP

Travel Impressions, Atlanta, GA is co-operating with Cayman Airways to bring low cost non-stop transportation to Grand Cayman from Atlanta. The new service is operated as a public charter using Cayman Airways 727 jets. The southbound departure leaves Atlanta at 12:00 noon and arrives in Grand Cayman at 1:30 pm. Flights continue each Thursday and Sunday until early September. Air and land packages are available for three nights. A choice of 23 hotel and apartment accommodations is also available.

A series of dive programs has been developed with Bob Soto's Diving Ltd., including six days of diving or a two day introductory program.

All of the programs are available through travel agents, dive shops or through Cayman Airways Holidays at (404) 457-1687 or Travel Impressions (404) 452-7376 or, outside Georgia, (800) 647-3489.



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\$589.00 Diver \$379.00 Non-Diver

Summer/Fall 1986 Dive Package

Effective April 5, 1986-Dec. 14, 1986 Prices per person quad occupancy

\$442.00 Diver \$232.00 Non-Diver

PACKAGE INCLUDES:

- 4 Nights Accom. @ Christopher Columbus
- 3 Nights Accom. @ The Retreat at Rum Point
- Taxes and gratuities, 1 WEEK CAR RENTAL
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\$599.00 Diver \$389.00 Non-Diver

Summer/Fall 1986 Dive Package

Effective April 5, 1986-Dec.14, 1986 Prices per person double occupancy

**Diver
\$498.00**

**Non-Diver
\$288.00**

PACKAGE INCLUDES:

- *7 Nights Accom. @ Villa Caribe Resort
- *Taxes and gratuities
- *6 two-tank a.m. dives
- *Tank, backpack, weights, belt
- *1 a.m. dive transferable to night dive
- *1 WEEK CAR RENTAL
- *Airport transfers

FOR MORE INFORMATION CALL TOLL FREE

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Research Submersibles Limited of Grand Cayman is planning to introduce a 2,000 foot dive into the Cayman Trench in *Pisces 2*. A two passenger, one pilot deep observation research submarine, *Pisces 2* is capable of diving to 3,300 feet. RSL plans two dives per day of two and one-half hours duration. The adventure would include a descent through blue water to 2,000 feet and an ascent up the deep island slope of Grand Cayman. The estimated cost for this very deep dive would be approximately \$500 U.S. per person. For more information, write RSL, P.O. Box 1719, Grand Cayman, BWI; (809) 949-8296.

OCEAN QUEST INTERNATIONAL

Ocean Quest International, a dive/cruise club organized in New Orleans, plans to offer seven and ten day vacations featuring the reefs and wrecks of the western Caribbean, combined with the creature comforts of a cruise ship. The dive/cruise vacation combines Cozumel, Cancun, Akumel, Belize and Honduras diving with live entertainment, gambling, fine dining and comfort.

Al Convenuto, president of Ocean Quest, has announced that charter memberships in the club are available for both individuals and families. Charter members will receive a 15 percent discount on dive/cruise vacations.

For more information contact Ocean Quest, P.O. Box 8592, Mandeville, LA 70448; (504) 626-5922, or outside Louisiana (800) 338-DIVE.

OCEAN EXPLORERS/ST. MAARTEN

Recently, Leroy French and his wife Barbara, longtime residents of St. Maarten, N.A., purchased the Beach Bums Dive Shop. They have changed the name to the Ocean Explorers Dive Centre and upgraded the facility extensively. Equipment includes a new 26 foot Robalo, *Ocean Explorer*, with twin 150 hp engines, two 5,000 psi compressors, 50 tanks, regulators, jacket BCs, underwater photo equipment and a complete retail shop. NAUI resort courses and full certification courses are available. At Simpson Bay, the shop will be open six days a week; the local phone number is 5252.

RIVERS SPORT DIVERS

The address and telephone listed in the February SDM for Rivers Sport Divers Ltd. was incorrect. The correct information is Rivers Sport Divers, West Bay P.O., Grand Cayman, BWI; (809) 949-1181.

NIKONOS SHOOTOUT

Bonaire will assume center stage in the world of underwater photography in June as the exclusive site for The Great Nikonos Shootout.

The contest, to be held the week of May 31-June 7 on Bonaire, is open to any U.S. amateur photographer using any model Nikonos.

Included in the many thousands of dollars worth of prizes are: five first place prizes of one week dive vacations for two in Bonaire or the Caymans, including air fare, plus \$1,800 worth of Nikonos equipment; six second place prizes of one week dive vacations for two at either location, including air fare and \$1,100 worth of Nikonos equipment; six third place prizes of one week dive vacations for one at either location, plus \$700 in Nikonos equipment; and 20 fourth place awards of special trophies, photo prizes and travel incentives.

Nikon will also award a grand prize to one of the first place winners. It will be a week for two at yet another of the world's great dive locations—the Philippines. It will include air transportation courtesy of Philippine Airlines; accommodations on-board See & Sea's luxury, live-aboard dive boat, and \$3,000 worth of Nikonos photo equipment.

Applications and contest rules are available at all Nikon camera and dive shop dealers, who will automatically sponsor each participant. No entry fee or purchase is necessary. Contestants should either pre-register through their dealers or bring the completed application to the Nikonos Shootout hospitality desk at each of the sponsoring hotels. Persons must make their own travel, hotel and diving arrangements through their travel agents or directly with the airlines and hotels.

Judging will be conducted by the photo editors of SKIN DIVER Magazine and Nikon World Magazine. Winning pictures will be published in SKIN DIVER Magazine. All participants will qualify for free underwater photography seminars conducted by top professionals during competition week.

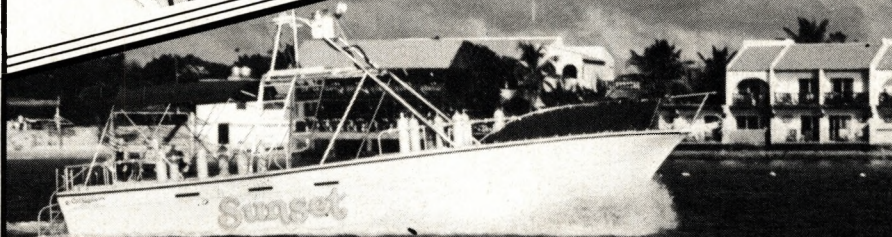
Official film for the Great Nikonos Shootout will be provided free, courtesy of Eastman Kodak Company. Bonaire sponsors are ALM Antillean Airlines, Cap'n Don's Habitat, Bonaire Beach Hotel/Bonaire Scuba Center, and Flamingo Beach Hotel/Peter Hughes Diving. In the Philippines, sponsors are Philippine Airlines and See & Sea Travel Service, Inc.

For further information, contact Frank Fennell, Nikonos Marketing Manager, Nikon Inc., 623 Stewart Avenue, Garden City, New York 11530; or the Nikon Consumer Relations Department, 19601 Hamilton Avenue, Torrance, California 90502-1309. Direct toll free numbers are: U.S. (except California) (800) 845-3464; California (800) 231-1389 or (800) 423-2612. x

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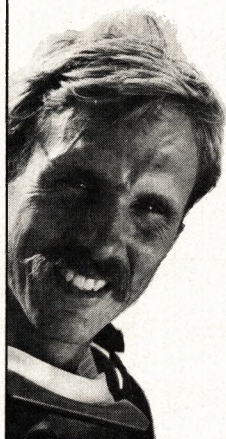
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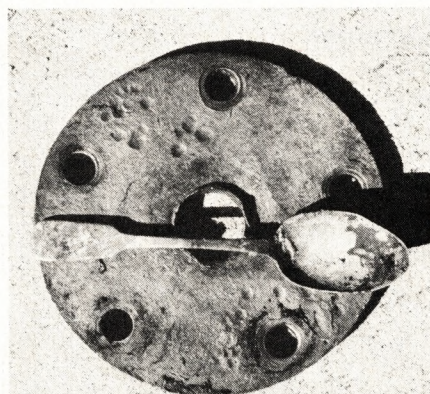
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THE MARTHA

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TEXT AND PHOTOGRAPHY
BY HOWARD B. TOWER, JR.

At five feet, the last vestiges of the setting sun mingled with blackness as I propelled myself into the deep. My underwater light pierced the dark like a *Star Wars* light saber. I was relaxed and I could hear the regulators of my partners, Paul Hart and Jim Lee, as they followed my descent. We were diving in the St. Marys River at the Brickyard, a focal point of 200 years of human activity. This was a learning experience for Paul and Jim, who are scuba instructors interested in blackwater diving and archaeology. At the conclusion of our search, we would interpret messages from the past from the archaeological resources recovered.

Suddenly my descent ended as I landed on the ragged edge of a hull. I couldn't believe it. A wreck was the last thing on my mind, but as my light played among the timbers there was no doubt this was a vessel sunk against the edge of the channel, listing at a sharp angle. I could tell from the water-worn frames she had been down for many decades. A kaleidoscope of thoughts and emotions filled my mind. In two days I was to testify on behalf of salvors seeking to excavate the CSA *Rattlesnake* and many issues affecting that litigation were a part of this discovery. How would Jim and Paul react? Was Florida really interested in working with divers as state officials claimed?

I conducted a cursory investigation of the site. Charred timbers were evidence of an extensive fire. And, the hull exterior, below the waterline, was sheathed with copper secured with brass nails, the sign of a well constructed, ocean-going ship. Moving forward through the vessel's interior, I noted scattered fragments of china and crockery. The engine mounts were devoid of machinery, evidence of a partial salvage, probably shortly after sinking. Brass valves, remnants of the engine, lay partially exposed in the wreck—positive proof of a virgin site. Beside a prominent structure I fanned a hole in the

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sand and recovered pieces of melted glass and brass. Then I surfaced.

At shore I contemplated the next move while watching my partners' air bubbles. It was obvious they, too, had found the wreck. Minutes later Paul surfaced with a heavy brass valve. "There is a wreck down here," he exclaimed. When the three of us were on shore we discussed our discovery. I explained the need to form a partnership and make some firm decisions at this time while we alone controlled the site. We agreed to work together and our next course of action would be an organized reconnaissance of the wreck as quickly as possible prior to contacting the state.

As we returned to the Aquifer Dive Center in Jacksonville, Florida, I outlined how we should approach Jim Miller, the state archaeologist. I had met with Miller twice during the year and knew of his desire to form cooperative partnerships with responsible divers. River diving and related discoveries particularly interested him, and during my last visit to Tallahassee I offered detailed information relating to 15 years of diving activities in the St. Johns and St. Marys Rivers. I knew this historic wreck was the model project Miller and I were looking for. I was certain the state would grant us exclusive rights to the ship.

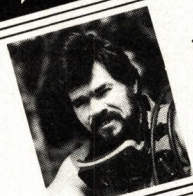
Our goal on the second dive was to gather enough information to give Miller an accurate picture of the site and find clues as to the vessel's origin. In the stern, secured on its mounts, was a large iron drive shaft. Massive propeller blades rose from the mud. I stared at them silhouetted in my light and wondered when they last churned the blackwater of the St. Marys. Her bow pointed upstream, indicating a passenger run from the coastal towns of St. Marys, Georgia, and Fernandina, Florida. Perhaps her hold contained consumer goods for towns upstream.

A layer of sand, varying in depth from six to 18 inches, covered the wreck a distance of 25-30 feet from the bow in toward the interior. The entire starboard (channel side) was blanketed with overburden owing to the sharp list of the vessel. Conversely, the port side from midships to stern was virtually free of sand, and exposed timbers reflected the debilitating effect of tidal water over the years. In fact, later measurements would prove that port side timbers that once rose above the mud (after the sinking) were now worn away.

Test excavations in selected places produced silver plated spoons, brass spigots, tools, axe heads and broken china marked "John Mattack." A piece of boiler plate was embossed "Brown Brothers Chicago" with patent dates of 1846 and 1855. The assemblage of cultural material indicated a small passenger steamer 65-80 feet in length, built between 1860 and 1880, which burned and sank during the last two decades of the 19th century. It was time to call Jim Miller.

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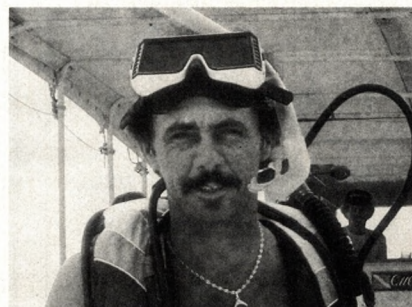
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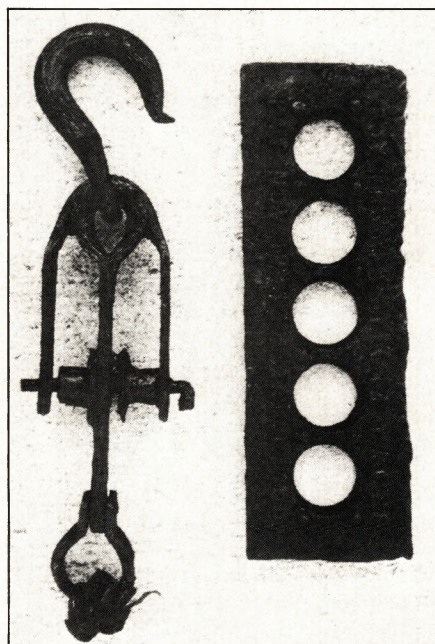
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THE MARTHA

Miller was excited and stated his willingness to grant a salvage license for site excavation. We agreed to halt the recovery of cultural material until the contract was issued. A few days later I formalized our discovery and conversation in a letter to Miller and mailed it to his office at the Bureau of Archives, History and Records Management in Tallahassee.

After some discussion with Jim and Paul we agreed to ask Larry Tipping to participate in this project. Tipping is a nationally recognized amateur underwater archaeologist and his equipment, tested on the *Boston* excavation (SKIN DIVER, April 1984), would be excellent for this wreck. The four of us then prepared a written agreement outlining our rights and



A hook and pulley assembly and boiler plate with patent dates from the Martha.

responsibilities to each other.

I kept in touch with Jim Miller in Tallahassee and gave him additional information as required so he could tailor archaeological guidelines for excavation to this particular site. We were advised this would be the first historic wreck site with in the state's river system to be excavated by sport divers under a formal contract. The work would have to be conducted to professional standards.

Later I contacted Duncan Mathewson, chairman of The Atlantic Alliance for Maritime Heritage Conservation, and gave him the status of this project. It is a policy of the Alliance to encourage cooperative efforts between sport divers and professional archaeologists.

A short time later the preliminary copy of the contract arrived for review and I was told the formal copy was in the sig-

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nature mill. A green light was given for our work to begin. The first step was to locate the keelson, the center timber running lengthwise through the vessel from bow to stern. This was easy, as the drive shaft is centered on this structure. Next, a baseline, supported by iron stakes, was strung from a point in front of the shaft to the tip of the bow. A compass bearing was taken along the keelson to plot the wreck's position relative to due north. The vessel's overall length was determined to be 66 feet, 8 inches, and the width, 14 feet. To facilitate the excavation, plastic tags inscribed with grid coordinates were attached to the datum line at five foot intervals.

Excavation began at the stern in five foot squares positioned relative to the datum line. Our primary tools for moving the sand blanket were ping-pong paddles and a water jet powered by a three horsepower engine. Initial squares produced wrought iron axe and hatchet heads, hook and pulley assemblies, files and wrenches. All objects were cataloged to standards outlined by the Bureau of Archives, History and Records Management. This was a learning experience for Jim Lee and Paul, who quickly grasped the fundamentals of archaeological procedures.

Then I received a call from Jim Miller to cease operations. Our contract was on hold because a state attorney had determined the Department of Environmental Regulation (DER) must first grant a permit allowing us to remove submerged bottom land covering the site. Our permit would be the first ever issued by the DER but henceforth all salvage operations in Florida would require environmental studies. Jim was helpful in pointing me in the right direction and I met with DER officials in Jacksonville to outline the project. This was a first for all concerned and common sense prevailed. In 90 days all studies were complete and I received the permit.

While the excavation was on hold we directed our efforts toward identifying the vessel. A local steamboat buff and historian owned records associated with the St. Marys Packet Steamboat Company formed in 1880. He also possessed a list of tugs that plied the blackwater. It was certain the wreck was no tugboat. English silverware and china aren't found on such vessels. We compared the measurements of our wreck with the information on file relating to these other vessels and through the process of elimination identified our wreck as the *Martha*.

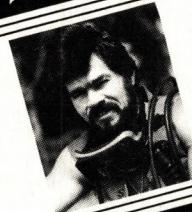
Built in 1879 at New Burgh, New York, she was 68 feet long with a 15 foot, 2 inch beam and powered by a 40 hp steam screw engine. In 1886 she was registered in St. Marys, Georgia, owned by the aforementioned steamboat company. At 38 tons she was small but elegant. These packet steamers represented advanced technology in their day.

On May 14, 1985, I was awarded salvage contract S-30 and the excavation

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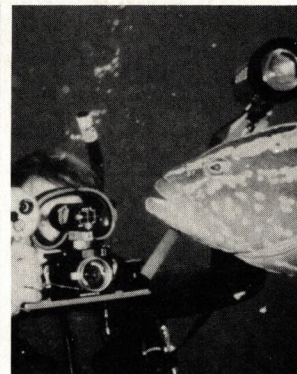
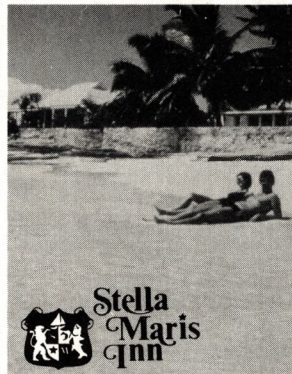
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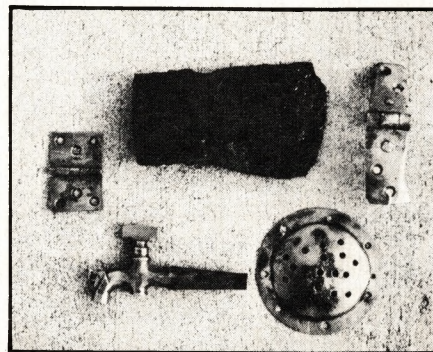
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THE MARTHA

began. The Atlantic Alliance agreed to sponsor the excavation by underwriting certain expenses and plans to share data and techniques from the project with sport divers in archaeological workshops across the country. To date, many hundreds of objects have been recovered from the wreck. Each of us takes a turn doing the various archaeological disciplines—site diagramming, cataloging, data interpretation, excavation and containerizing cultural material.

Our excavation is providing a view of the steamboat era during the last century



An iron axe head, spigot, copper strainer and brass hinges from the *Martha*.

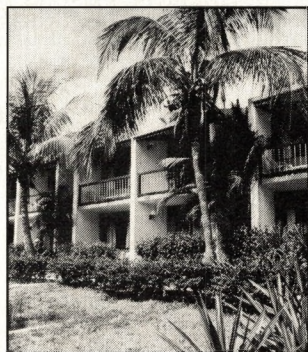
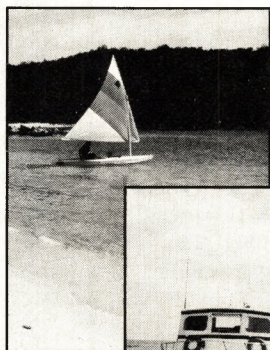
and a picture of river trade on the St. Marys when towns along its bank were at their zenith. Scattered throughout our nation's waterways are hundreds of similar wrecks, all accessible to the sport diver. And, progressive archaeologists are willing to work with responsible salvors.

The Atlantic Alliance for Maritime Heritage Conservation conducted a blackwater archaeology workshop utilizing this wreck site during April of this year. Persons interested in detailed information on this and other aspects of the *Martha* project should send a self addressed stamped envelope to: Southern Regional Director, Atlantic Alliance, 3332 Eman Drive, Jacksonville, FL 32216.



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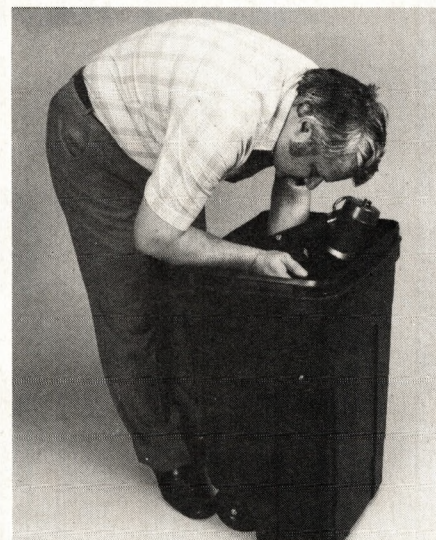
It's In The Barrel!

... if you use the
barrel to test your
macro before the
dive trip

TEXT AND PHOTOGRAPHY
BY JACK AND SUE DRAFAHL

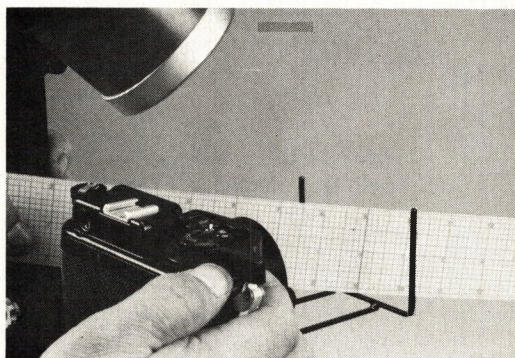
If you've ever had a photo dive safari turn into a disaster because your processed rolls of film show overexposures, flash failure, poor framing or focus problems; if you're weary and feel as if you've reached the bottom of the barrel, give this idea some thought. Pull yourself out of that barrel and put your camera system in it instead!

There are several reasons why you should test your camera system in water before leaving on a dive trip. First, there



Your macro photography system can be tested at home in a water-filled trash can.

are a variety of different types of extension tubes and framers available for macro work. Some have different subject size ratios and therefore require different exposures and framing. Secondly, there are still quite a few divers who own manual flashes and each setup requires testing. Even the owners of the newer TTL strobes need to test their flashes to verify correct operation and to fine tune final exposures. Some photographers have a



Left: Placing a ruler (with grid marks) at a 45 degree angle to the framer—and then photographing it at varying apertures—will illustrate graphically what depth of field your system offers. Below: Position the ruler at the bottom of the framer and then photograph it to illustrate where the actual outer limits of your picture area are.



preference to over or underexposure.

Many U/W photographers do not have easy access to a pool for tests or the pool may only be available at some obscure hour of the night. Also, there is the hassle of drying yourself as well as your equipment before testing various setups.

We discovered an easier, sure-fire macro testing method. Simply purchase a dark-colored, 30 gallon plastic trash container. It should be filled until the water is six inches from the rim. Purchase plastic or silk flowers from a local variety store; tie small fishing weights to them if they float. Or, you can also use real flowers if you prefer. Select three flowers, dark, medium and light colored, in order to complete a thorough series of tests.

Lay out all the equipment to be tested on a towel. Have pencil and paper for re-

cording the data. Make sure all strobe batteries have been fully charged to obtain accurate results.

Load a roll of film in the camera and set up the camera, flash and extension tubes. Write the framer size on a piece of paper, hold it about two inches in front of the camera and take the first shot. This



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TESTING YOUR MACRO

will identify all following pictures as they are taken with this setup. Place the camera in the water, position the first flower in the framer and bracket exposures from f/22 down to f/5.6. Repeat the process with the dark, medium and light flowers.

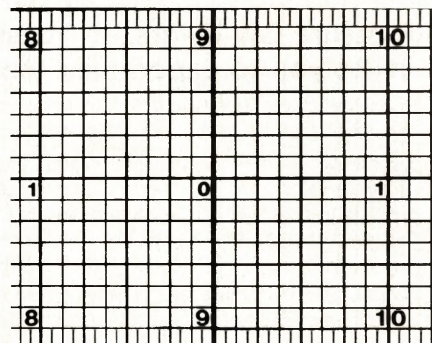
Dry off your camera system and change to the next framer. Follow the procedure outlined above with this setup.

With all the new TTL flash systems available you shouldn't have any exposure problems, but it never hurts to run tests. Bracket exposures with the TTL flash by selecting the desired f/stop and then changing the ASA dial. For example, with 64 ASA film, set at 32, 40, 64, 80 and 125 ASA.

A small grid ruler is needed to help run the next test. We purchased one called



Light, medium and dark flowers (real or artificial) are used to check exposure.



This is the image area of the ruler that is seen by the photographer in the framer. It extends from approximately 7.4 to 10.6.

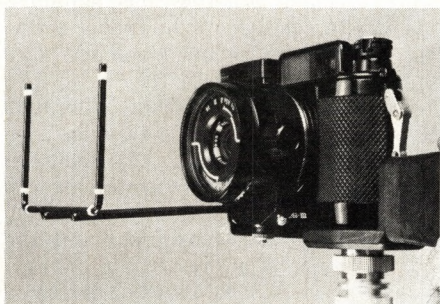
C-Thru from a local art supply store. If you use a translucent ruler as we did, you must put tape on the back to help illuminate the grid lines. Hold the zero point of the ruler in the middle of the framer to be tested. Keep the ruler at a 45 degree angle so you can read the numbers clearly. Take photos at each f/stop. When reviewing the tests you will notice that the focus shifts as the f/stop becomes smaller. The purpose of this test is to physically show exactly where the focus point and depth of field are for a given f/stop.

Another reason for this test is to check

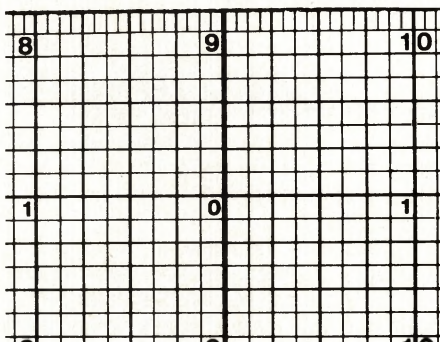
the accuracy of the manufacturer's pre-focused alignment. We have talked to a few divers who were doing poorly with macro, only to discover their framers were misfocused at the factory.

You can use the same grid ruler to perform the final framing test. Put the ruler at the bottom of the framer and position the zero point in the middle of the frame. Take a photo using each of your framers. If you have a framer larger than your ruler, you must take two photos to perform an accurate test. Take one exposure, then take a second exposure with the ruler against the left or right side of the framer. When you review the photos, compare the actual image area in the framer and put small pieces of tape on the framer to indicate exactly where this is. This will help eliminate chopped-off pictures in the future.

You can also test the recycle time of your flash by taking an exposure when the ready light illuminates and one sever-



White tape on the framer indicates where the actual limits of the picture area occur.



This is the image of the ruler that will be recorded on film. Note that the area is smaller than what the photographer sees.

al seconds after the ready light has come on. Several of the flashes on the market are only at about 80 percent power when the recycle light comes on, so it makes a definite difference in your exposures. Another test might be using alkaline batteries vs. ni-cads.

We hope you can see merit in testing your camera system *before* leaving for a distant dive trip. Get in the habit of using the trashcan to test your camera system beforehand and, hopefully, you won't be using it for discarded photos afterward! 🐠

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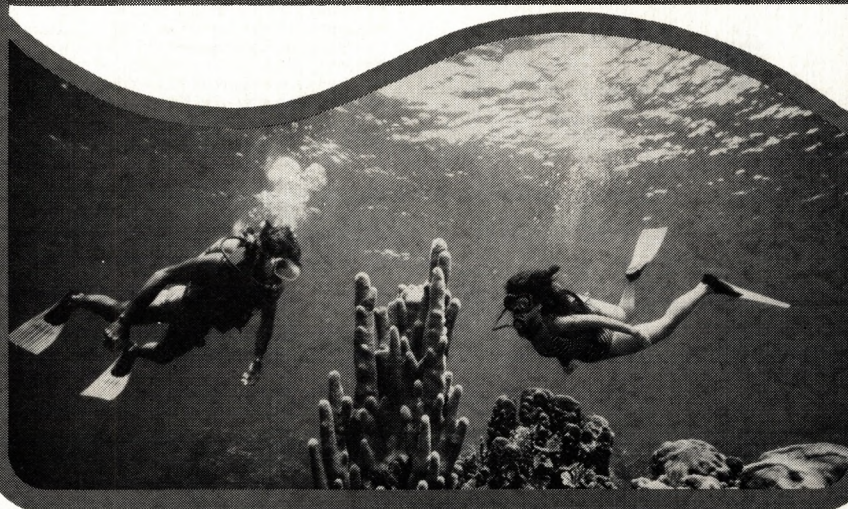
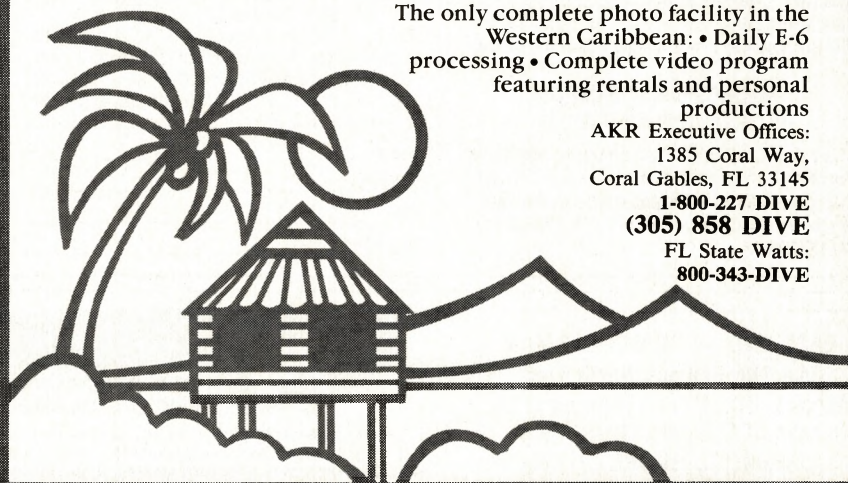
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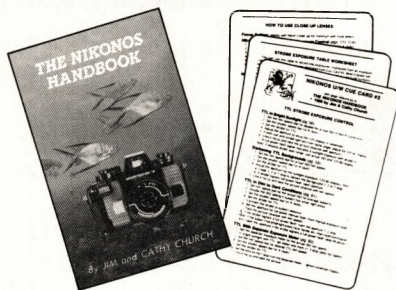
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USS MONITOR Will She Be Salvaged in '87?

BY ELLSWORTH BOYD

The USS *Monitor*, famous "cheesebox on a raft" studied by nearly every school child in America, has surfaced again. She surfaces in the media every two or three years, but there are high hopes for her salvage in 1987.

Wrecked in 1862, 17 miles southwest of Cape Hatteras, North Carolina, the 173 foot Union vessel fought the Confederate ironclad *Merrimack* to a stalemate off Hampton Roads, Virginia in a battle that was a turning point of the Civil War. Designated a marine sanctuary, the *Monitor* is listed in the National Register of Historic Places, protected legally until deci-



Illustration/courtesy NOAA

sions are made on the possible salvage of the ship that carved a niche in America's past.

Managed by the National Oceanic and Atmospheric Administration (NOAA) under the National Marine Sanctuary Program, the *Monitor* was studied extensively in the summer of 1985 in an attempt to formulate a master plan for future development. Ed Miller, NOAA project manager for the *Monitor*, outlined a three phase program for the wreck. The first phase is one of non-disturbance, including site mapping, surveying and environmental studies, all to be completed by 1987. Then a decision will be made whether or not to advance to phase two, archaeological excavation, and then to phase three, structural recovery.

Miller says: "We've conducted remote sensing and seafloor mapping, which produced a first generation site map of the *Monitor*. Documenting and surveying is the best approach now. We have movie film of the wreck and she has been tested with current meters that have, at



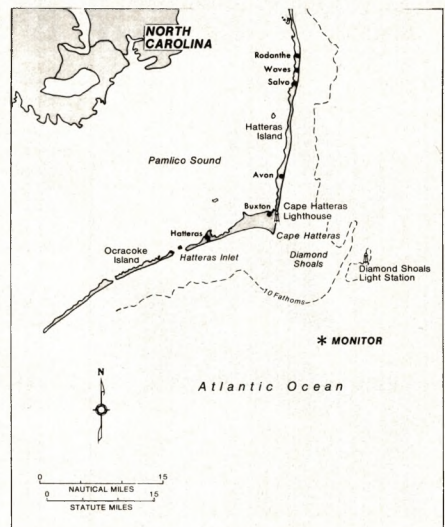
The Monitor sinks off North Carolina as the Rhode Island rescues the ironclad's crew.

times, registered over two knots. We need decent surface weather in order to explore the vessel, but we also need underwater information that will meet our diving needs as well.

Miller, who has explored the 220 foot deep time capsule, says it is a hazardous

experience because divers must lock out of a submersible and breathe mixed gases. Currents, combined with the depth and poor visibility, add to problems inherent in reconnaissance of the wreck. Salvaging it will be another challenge.

Other challenges face Miller, who is



photos/courtesy NOAA

The Monitor is 17 miles off Cape Hatteras.

quick to point out that he is an engineer, not an archaeologist. "Money is the biggest problem," Miller says. "We're trying to obtain funding from the private sector and trusts, not just government funding. We have other issues, too, such as what will be displayed and where. We could have another war between the states with North Carolina and Virginia fighting over who will exhibit the *Monitor*. We want to make responsible decisions as to what is



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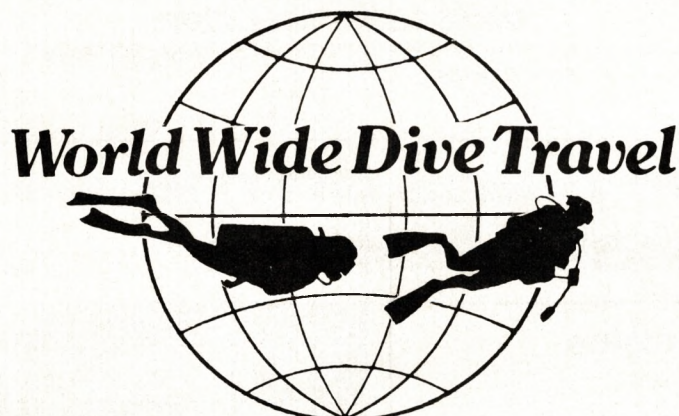
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USS MONITOR

best for the American people because the *Monitor* belongs to everybody. We want to be honest, resolve the issues up front and present something acceptable to all."

One idea originating from NOAA is involvement of the Council of American Maritime Museums, which would establish criteria for artifact displays, set them up and offer interested museums an opportunity to show them. This gives everybody a chance—adults and children—to see what they studied in school. Dioramas and drawings could show the wreck on the bottom of the ocean, depict the battle of Hampton Roads and be followed by film footage of divers exploring and salvaging the vessel. Artifacts, perhaps



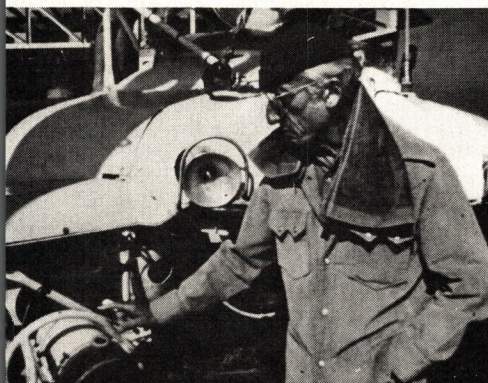
Monitor's crew cooks a meal on deck.

including the turret, would complete a fascinating memorial to the little ship that launched a modern navy.

The turret might be the most salvageable portion of the wreck despite its awkward location. The vessel is upside down, resting on the displaced turret. More than half of the existing structure is being supported on the bottom by the turret. Eventually it will collapse. Gaping holes in the iron bottom reveal deterioration from natural corrosion. The structure has no protective covering of sediments and remains at the mercy of abrasive sands in currents. These latter have been major factors in the deterioration of the *Monitor* over the past 120 years.

Phase one of the NOAA study will determine whether or not the turret is salvageable. Mounted on the flat deck, the turret gave the ship her "cheesebox on a raft" nickname. Fabricated from eight inch armor plating, the rotary "box" allowed the guns to shift their aim while the ship remained on course. Nine feet high and 21 feet in diameter, the turret houses two 11 inch diameter Dahlgren guns that were later engraved in honor of the *Monitor's* courageous four hour battle with the *Merrimack*.

Inside one of the guns may be the skeleton of a black cat. Eyewitness reports of the sinking told of the pathetic wail of a



Jacques Cousteau inspects a diving saucer in preparation for a dive on the *Monitor*. Above right: The saucer and a diver examine the wreckage at 220 feet.



feline as the ship was going down. Seaman Francis Butts, afraid to kill the pet for fear it would bring bad luck, placed the frightened animal inside one of the guns and plugged the gun up. Butts told reporters later: "I can still hear that distressing howl; it broke my heart to stuff that kitty down the Dahlgren." The other Dahlgren was stuffed with a pair of new boots, an officer's jacket and a gold watch.

Gordon Watts, director of underwater research, East Carolina University, is a veteran *Monitor* diver involved in the NOAA study. Watts feels the turret and guns might be the most logical targets if

phase two of the project is enacted. Watts showed slides of the wreck and artifacts recovered from it at the Greater Ft. Lauderdale Shipwreck Symposium in 1984. A member of the 1983 *Monitor* expedition, Watts and other divers retrieved a brass lantern, pieces of a pie plate, mustard and champagne bottles and English walnuts. "One jar we found still had relish in it," Watts said. "The relish smelled good but had a bad taste. It's lucky it didn't taste good because we discovered later that it contained lead from pots or vats grandma cooked it in!"

The biggest find on the 1983 expedition was the ship's 1,450 pound anchor. Approximately 150 yards off the port bow, the anchor was still attached to the ship, with its four flukes partially buried in two feet of sediment. Most ships of that era used anchors with only two flukes. Five feet long and 58 inches wide at its

base, the heavy anchor inadvertently caused the ship's demise.

Nine months after the historic battle and only four days after Christmas, 1862, the Union sidewheeler *Rhode Island* was towing the *Monitor* to Beaufort, North Carolina in preparation for a combined land and sea attack on Wilmington. Seas were calm until sunrise, December 30, when gale force gusts blew out of the northeast. By nightfall, in the choppy, rising swells, the *Rhode Island* had lost control of the *Monitor*.

Two of three seamen who volunteered to go forward to cut the towline were washed overboard and drowned. The third man succeeded in parting the line. The captain ordered the anchor dropped. As the chain payed out, it ripped the watertight packing out of the hawsepipe, leaving an eight inch hole. Water poured into the engine room. Without steam, the pumps stopped and the ironclad warship began to founder.

Efforts to bail the ship with buckets were futile. The decks, with only two feet of freeboard, were swamped. The black cat wailed from the turret while northeast winds gusted unmercifully. When the captain called for his men to abandon ship, they climbed out of waist deep waters below decks. There wasn't room for everybody in the last lifeboat lowered. With a promise he would return, seaman

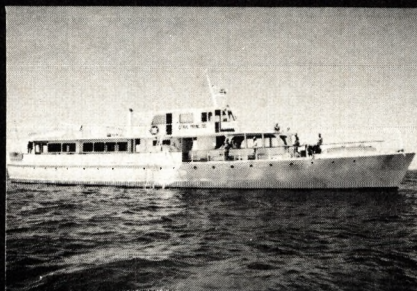
(Continued on Page 152)

Poseidon Ventures

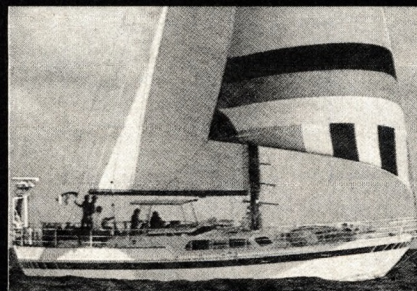
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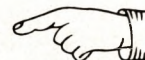
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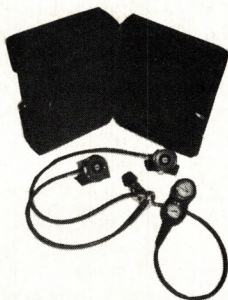
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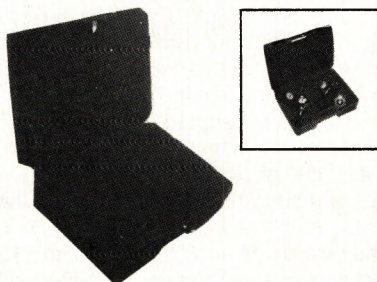
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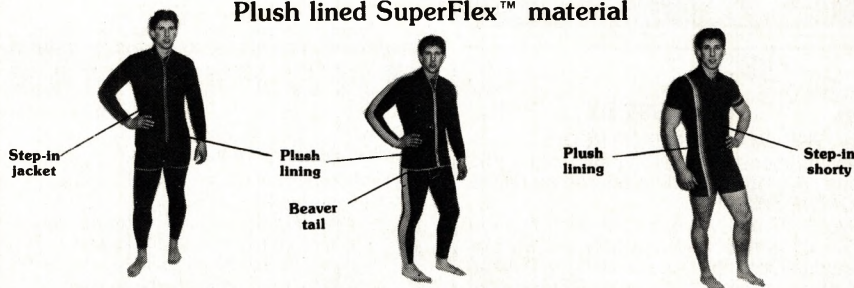
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USS MONITOR

(Continued from Page 149)

Rodney Brown cast the boat off and the crew rowed toward the *Rhode Island*, separated from the *Monitor* by nearly one mile of surging seas. They reached the *Rhode Island* and scrambled aboard.

True to his word, Brown headed back to the ironclad. Less than one-quarter mile from the foundering ship, he watched tearfully as the signal lanterns plunged beneath the waves. With a loss of 11 men, the *Monitor* sank early in the morning on New Year's Eve, 1862, off North Carolina's outer banks in the Graveyard of the Atlantic.

The wreck of the *Monitor* was discovered in 1973. In 1975 the ship was declared a national marine sanctuary. Three expeditions have explored her in 1979, 1983 and 1985. Jacques Cousteau and some of the *Calypso* crew visited the deepwater site, photographing the only remaining testimony to the world's first battle of ironclad ships. But of all the archaeologists, scientists and oceanographers who have visited the wreck, historian Ernest W. Peterkin, Camp Springs, Maryland truly captures the romance and mystery of the *Monitor*.

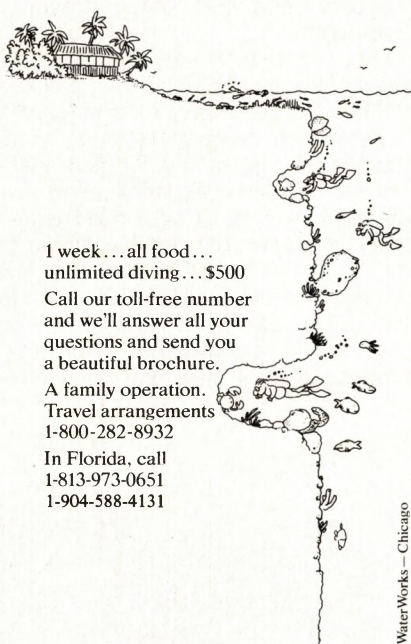
Peterkin describes his descent in the Johnson Sea-Link: "Immersed in an azure blue sea, it was like having sky all around us, while in the dim waters below a faint silhouette appeared from out of nowhere. Schools of silver amberjack escorted us to the wreck. Were it not for the glass port separating the passengers from the sea, the four of us aboard the sub could have reached out and touched history. Heavy dents in the turret were telltale evidence of direct hits by the *Merrimack's* cannonballs during the four hour clash between the ironclads.

"Eighty to 100 feet north of the wreck we examined torn metal plates and other debris scattered on the bottom. The whole wreck has a gray aura, as if ashes were scattered over it. Strange looking vegetation is interspersed, some brown and some brilliant white. I was amazed by the depth of the pit that housed the ward room and berth deck. The pit appears to extend through the ship's hull, terminating in a black hole that looks like the entrance to a mine shaft. Our dive, slightly over one hour, seemed like ten minutes because of the fascination and appeal of my journey back in time. It culminated years of study and research while initiating new plans and challenges."

The new plans and challenges are now being mapped and studied by NOAA officials who hope to make everybody winners in what one Navy salvage diver calls, "the Great *Monitor* Sweepstakes." Winners will be the American people who might, in a few years, be afforded the opportunity to see and perhaps touch a part of history they all cherish.

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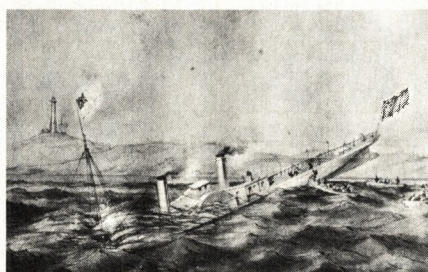
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The Mary Celestia

Divers And Museum Cooperate In Civil War Blockade Runner Investigation

BY STUART MORGAN

The swift blockade runners that frequented Bermuda during the Civil War (1861-1865) have long since disappeared, but historical and archaeological evidence of their past activities still abounds. From October 25 to November 14, 1983 East Carolina University, the Bermuda Maritime Museum and South Side Scuba worked together in a cooper-



Artist Edward James painted this watercolor of the sinking of the *Mary Celestia*.

photos/Gordon P. Watts

ative investigation of this aspect of Bermudian/American history. The project included historical research in Bermuda's archival repositories and an archaeological investigation of the remains of two blockade runners that wrecked upon reefs off Bermuda in 1864.

THE MARY CELESTIA

While a reconnaissance dive was made on the wreck of the *Montana*, the major focus of underwater research was the *Mary Celestia*. The latter vessel was only one of many blockade runners traveling between Bermuda and the Confederacy during the war. While large ships from England delivered and picked up cargoes in Bermuda, smaller but quicker blockade runners like the *Mary Celestia* transferred their cargoes between Bermuda and the Confederacy. In July 1864, *Mary Celestia* left Nassau for Wilmington with a valuable cargo of arms and munitions consigned to Confederate forces at Richmond, Virginia. After speeding through the Union fleet off New Inlet Bar and outrunning a Union vessel, the blockade runner steamed safely over the bar and up the Cape Fear River to Wilmington where it unloaded its cargo. Large, long

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MARY CELESTIA

range guns at Fort Fisher prevented Union pursuit.

After readying for sea again, the *Mary Celestia* successfully ran the blockade and headed for Bermuda. Upon reaching its destination, however, the steamer was placed under quarantine for more than a month owing to widespread yellow fever aboard the vessel as well as in Bermuda itself. On September 6, 1864, under the command of Captain Sinclair, the *Mary Celestia* cleared Hamilton Harbor loaded with 125 boxes of bacon and 534 cartons of classified "merchandise," including a large quantity of rifles and ammunition.



photo/K.C. Smith

The starboard paddlewheel of the *Mary Celestia* makes a good photo prop.

Although the vessel "cleared" for Nassau, it was probably headed for Wilmington. Merchants engaged in blockade running activities did not reveal their true destinations, nor did they detail the contents of their cargoes.

The following was taken from a Bermuda Royal Gazette newspaper article of September 13, 1864.

It is our painful duty to record the loss of that beautiful little steamer, Mary Celestia, so long and favourably known as one of the swiftest and most fortunate of her class. She left Hamilton Harbour on Tuesday last, under very promising auspices, with a full cargo and, we understand, one passenger, a gentleman. The M.C. had a clearance for Nassau and was in the charge of one of our most experienced pilots [John Virgin]. The vessel made an unusually quick run through the East End Channels and up the south side of the islands, gliding gracefully along under a good head of steam at the rate of about 13 knots. At six o'clock, everything apparently in readiness, the ship was headed for the shore for the purpose of allowing her gentlemanly owner, Colonel Crenshaw and the Pilot to disembark in the vicinity of the [Gibb's Hill] Light House. After running in this direction a few minutes, the first officer, Mr. Stuart, politely called the pilot's attention to some breakers which he saw ahead, to

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which it seems the pilot replied, "I know every rock about here as well as I know my own house."

No further notice being taken of the warning and Mr. Stuart seeing the danger, immediately ordered the helm to be put hard down, but scarcely had this order been given when the vessel struck, drove onto a rock and in from six to eight minutes afterwards sunk in about seven fathoms water [closer to 60 feet]. Fortunately, however, the boats were cut loose and all on board were saved with the exception, we are sorry to say, of the chief cook who we are informed, notwithstanding the entreaties of his shipmates to the contrary, went to his state room to save some article which he valued very much and the door closing tightly after him was there carried down with the vessel. The ship's chronometer in the meantime was saved by Mr. Henry Adams, one of the crew, who courageously jumped into the sea and swam to one of the boats when making for the shore, holding the chronometer in the meantime out of the water in one of his hands. The vessel is said to be laid open from her bows to abaft her wheel house and hence there seems but little chance of saving the hull. The cargo, however, is being floated out with all possible dispatch and hopes are entertained that the whole of it may be saved, though of course in a somewhat damaged state. It seems to us very mysterious how such an accident should occur

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MARY CELESTIA

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Confederate authorities, charging that Union spies had paid off the vessel's pilot, demanded the "true cause" of the *Mary Celestia's* sinking. Southern sympathizers also requested reconciliation by the Bermuda government because it was widely believed that the Bermudian pilot was responsible for wrecking the vessel upon the reefs. Despite the allegations, however, the issue was never resolved.

UNDERWATER RESEARCH

The ECU group successfully conducted its preliminary survey of the *Mary Ce-*



Illustration/Julie Melton

Wreckage of the blockade runner *Mary Celestia* as it lies buried off Bermuda.

lestia wreck despite the poor weather and rough seas that hampered activities during the first two weeks. The group also conducted its reconnaissance of the *Montana* at the end of the project. That wreck is about three nautical miles north-west of Ireland Point, Bermuda.

After identifying key survey points for mapping the site of the *Mary Celestia* (the project's primary focus), the ECU group divided into two, two member teams. For the next two weeks, one team concentrated on gathering data from the bow section while the other concentrated on gathering information from the stern. According to Gordon P. Watts, the pattern of deterioration for both sections is similar to that he has observed on more than a dozen blockade runner wrecks.

During the third and final week of the project, the two teams concentrated on various sections of the wreck's engineering space. That area, amidships, included the steamer's machinery between the two boilers, the boilers themselves and the two paddlewheels. The underwater archaeological group photographed, measured, drew and studied exposed features of the entire wreck (portions remain buried beneath the ocean floor).

"It appears that the steamer was originally more than 200 feet in length, approximately 21 feet in beam fore and aft of the paddlewheel boxes and about 40 feet in the beam across the paddlewheels," Watts said. Emphasizing, however, that analysis of the wreck had not been completed, he added that "the hull of the ship was iron plate, riveted over a wrought iron frame with oak decks and a composite oak and iron superstructure. The almost vertical bow of the ship," he added, "appears to have been covered by a turtleback [a shroud covering the forwardmost 10 feet of the vessel]." Watts said "The vessel's two 14 foot diameter paddlewheels were driven by four foot diameter pistons operating in oscillating cylinders." Steam was provided by two fire tube boilers forward and aft of the engine room. The stern of the blockade runner, meanwhile, was designed to include an overhanging elliptical fantail. Furthermore, the vessel was probably fitted to utilize three sails. The sails were primarily used for stability and consisted of a gaff main, mizzen and jib. The main and mizzen masts and booms also aided in cargo handling. "By completing last year's preliminary survey of the *Mary Celestia*, we documented the present condition of the wreck and indicated the potential for additional investigation," Watts concluded. 

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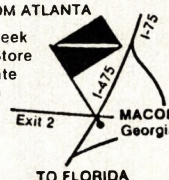
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HALLEY'S BELL

Edmund Halley not only searched the heavens, but explored the depths, too!

BY HILLARY HAUSER

With the approach of his comet this year, the name of the English astronomer and mathematician, Edmund Halley, blazed across newspapers, magazines and books. Sales of telescopes skyrocketed. Maybe we should remember our periscopes, too.

Few people realize there were times when old Halley was busier at the bottom of the sea than he was looking into outer space, and that he developed diving equipment far in advance of his time.

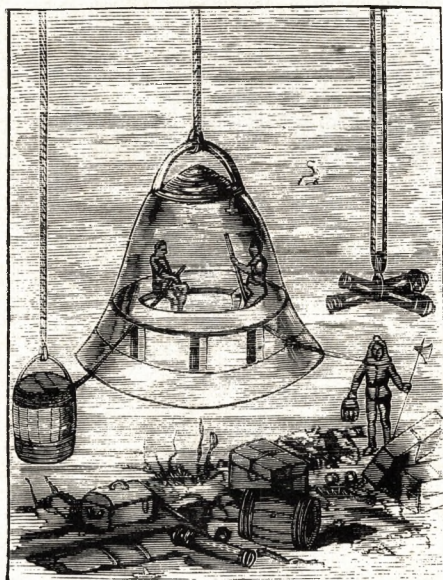
In Halley's era, 1656-1742, no one had figured out how to build a decent snorkel through which man could breathe on the surface, yet Halley skipped all those preliminaries and went straight to the bottom—about 60 feet.

That was a significant depth for those days. Nevermind that no one understood what happened to the human body under pressure—things like the bends or air embolism. These nasties weren't to be discovered for 200 years. In those days, the idea was to "fly now, pay later."

Halley joined a long line of inventors who wondered about inner and outer space at the same time. Some say English philosopher Roger Bacon wrote about submarine operations as early as 1250. Leonardo da Vinci thought about man in flight and designed a leather diving helmet covered with spikes to protect the wearer from monsters.

In 1690, about eight years after he discovered his comet, Edmund Halley designed a wooden bell "coated with lead





so heavy it would sink empty."

Halley's Diving Bell was shaped like a traditional Christmas bell and measured three feet in diameter at the top, five feet at the bottom, eight feet in height. There was a seat around the mouth of the bell for divers to sit on.

"I distributed the weight about its bottom, that it would go down in a perpendicular situation and no other," Halley wrote. "In the top I fixed a strong but

clear glass, as a window, to let in the light from above, and likewise a cock to let out the hot air that had been breathed."

While it isn't certain whether the divers actually got to do anything but sit and breathe once they got underwater, an early drawing of the bell reveals a diver dressed in a knight's uniform, walking on the bottom and carrying a medieval weapon—probably to ward off the sea monsters that presumably persisted from Leonardo's day.

Cargoes of air were lowered to the bell in 35 gallon barrels and flexible tubes permitted the transfer of the air from the barrels to the submerged chamber.

Halley and four daring divers reportedly stayed at 10 fathoms (about 60 feet) for one and one-half hours in the bell, breathing the air that was barreled down to them. Halley reported that the only problem experienced by the divers was a pain in the ears, "as if a quill had been thrust into them." But this sensation was "only temporary," he said.

This is a sure-fire indicator that the early underwater pioneers did not understand the effects of pressure on the human body.

Halley presented his test results in the volume, *Philosophical Transactions*, published in London in 1716. The title of his paper was, *The Art of Living Under Water: Or, a discourse concerning the Means of furnishing Air at the bottom of*

the Sea, in any ordinary Depths.

When you think about it, 60 feet is no "ordinary" depth. As it turns out, Halley was not only ignorant about the effects of pressure on his men's ears, but he also did not understand the effects of pressurized nitrogen on their other parts.

Every one of Halley's divers, in fact, should have been bent after this experiment. Divers can only stay for 60 minutes at 60 feet, and after that, they have to make a decompression stop on the way back to the surface, to avoid the bends.

It is conceivable that Halley and his men stopped at ten feet for awhile on the way back up and the maneuver was never recorded in *Philosophical Transactions*. Or, they were all seized with the bends once they got to the top, but the condition passed after they lounged around on the deck of the boat. Or, their depth gauges weren't working that day and they really didn't get down to 10 fathoms. Or, their watches weren't working right and they weren't submerged for a full 90 minutes.

Whichever it was, we cannot help but remain in awe of the early pioneers who did what they did without knowing half of what they were doing.

And, certainly, those daring divers deserve applause for agreeing to sit in a bell "coated with lead so heavy it would sink empty" and breathing air brought to them in barrels. 

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Sales, rentals, service, fast charter boats, 6-15 passengers.	
Instr. NAUI, PADI. Compressor sales, service, maint., overhaul.	
DIVERS UNLIMITED	305/981-0156
6023 Hollywood Bl., Hollywood, FL 33024	
Awarded #1 training facility by PADI. All brands, whsl/rntl, daily boat trips, repair, rental, classes, travel. 5 Star PADI IDC training facility.	
DIVERS UNLIMITED/FORT LAUDERDALE	305/524-4862
440 Seabreeze Bl., Ft. Lauderdale, FL 33316	
Daily boat trips, training dives, classes, retail-all brands, leisure-wear, rentals. Packages w/Days Inn. 5 Star PADI training facility.	
DIXIE DIVERS	
Of Ft. Pierce, 1717 S. U.S. 1, FL 33450	305/461-4488
Of Stuart, 1843 S.E. Federal Hwy., FL 33494	305/283-5588
PADI 5 Star IDC facility. Open 7 days, full service.	
FANTASEA SCUBA HEADQUARTERS	904/837-0732
P.O. Box 5498, #1 Hwy. 98, Destin, FL 32541	904/837-6943
PADI 5 Star instructor Development Center, D.V.I. resort, sales & service, gulf charters, instruction, rental, air, travel.	
GINNIE SPRINGS, INC.	904/454-2202
Rt. 1, P.O. Box 153, High Spring, FL 32643	800/874-8571
Six 72" clear blue springs, camping, canoeing.	
Complete resort dive facility. Cavern instruction.	

GULF STREAM DIVER SCUBA CHARTERS	305/965-7878
2315 Caroma Lane, West Palm Beach, FL 33406	
Palm Beach daily reef & wreck dives, pro charters,	
Bahama boat trips. 2 new USCG 38' & 41' cust. dv. boats.	
"LADY-GO-DIVER"-Scuba Charters	305/442-4832
and Diving Instruction-Miami, Florida	
Personalized charters on wrecks and reefs off Miami. Also, PADI Instruction, U.S.C.G. cert. Capt. Jane E. Schmitt, PADI, O.W.S.I.	
LAUDERDALE DIVER	305/GO-SCUBA
1334 S.E. 17th St., Ft. Lauderdale, FL 33316 "on the Causeway"	
Complete master diver program. PADI distinguished service award. Instr., sales, service, air, photo, trips. Widest selection.	
MAC'S SPORTS	813/442-9931
2126 Drew St., Clearwater, FL 33575	
One of the world's largest diving & snow ski stores and school. Pool on premises.	
NORINE ROUSE SCUBA CLUB OF THE PALM BEACHES	
4708 N. Dixie Hwy., West Palm Beach, FL 33407	305/844-2466
A membership club for certified divers.	
Dive trips 6 days a week.	
PLANTATION INN MARINA	904/795-5797
P.O. Box 1093, Crystal River, FL 32629.	
Instruction, rentals, boats, canoes, pkg. deals, pvt. Manatee obser. deck and air sta. at Divers Giant Spring. Golf, tennis, 150 rooms.	
PROFESSIONAL DIVING SCHOOL/CHARTERS OF FLORIDA	
Bahai Mar Yachting Center, Ft. Lauderdale, FL 33316	
Basic-divemaster training/specialties-night, deep, wreck.	
Daily reef & wreck dives.	305/761-3413 800/772-DIVE
"SCUBA TOO" CAPT. JOE SCHIRCK	305/989-5813
FL. Lauderdale's oldest continuing dive operation. Pet & feed Oliver the Moray Eel featured on "Those Amazing Animals". PADI instructor on every dive, 6 persons maximum.	
SEAPRO SCUBA CENTER	305/844-DIVE
3619 Broadway, Riviera Beach, FL 33404	
PADI 5 Star facility. Sales, service, instruction, rentals, charters, air. Action sportswear. Tekna scooter rental.	
TALLEY'S PRO DIVE	904/795-2776
P.O. Box 124 Crystal River, Florida 32629	
Open wtr. cert. 3 days of fun \$200. SHERATON INN pkg. rates. Full svcs. dive ctr. Tours: River Artifacts, Caver Cavers, Photog. Manatee.	
THE SCUBA SHACK, INC.	305/334-8808
2485 N.E. Dixie Hwy., Jensen Beach, FL 33457	
The Treasure Coast's oldest full service dive shop.	
PADI instruction, air, sales, rentals, repairs, trips.	

FLORIDA KEYS

A DESIGN YOUR OWN KEY WEST DIVING/FISHING VACATION	
P.O. Box 473, Key West, FL 33041	305/296-3737
Canal home w/fully equip. boat at back doorstep-max. conven. Capt. takes you best spots dvg., lobster, spearfish, cr. crabs, fish, etc.	
A KEY LARGO CONDO	Call collect 813-939-3612
Moon Bay deluxe 2 BR, 1 1/2 bath w/dock, sleeps 6. Near Pennekamp, dive centers, marinas and Largo cut. Scuba, snorkel, fishing, skiing, tennis. \$395 per wk. Reserve early.	
AMERICAN DIVING HEADQUARTERS, INC.	305/451-0037
Rt. #1, P.O. Box 274-B, Key Largo, FL 33037	
SSI, PADI, NAUI. Pennekamp our specialty for 23 years. 2-7 day packages, 1/2 & all day trips. For res. call toll free 800/634-8464	
AQUATIC FLOATING SEA COVE MOTEL	305/289-0800
12685 Overseas Hwy., Marathon, FL 33050	
Budget rates, Summer \$14-\$29, Winter \$19-\$39 for two. Private deep harbor & ramp on Atlantic. A#1 rooms and effs.	
RAY HARBOR LODGE	305/852-5695
Bt. 1, Box 35, Key Largo, FL 33037 MM 97.5	
Best rates. Motel, efficiency apartments.	
Beach, dock.	
BUDDY'S DIVE SHOP	305/664-4707
P.O. Box 409, Islamorada, FL 33036 MM 79.5 Bud 'n Mary's Marina	
Dv. aboard our 40' 'Scuba Safari' & 34' 'Free 'n Clear'. Full 1/2 day trips to Alligator Reef, Cannibal Cruiser & Coral Gardens. Pkgs. avail.	
CAPTAIN CHAMBERS CHARTERS	305/451-1805
P.O. Box 2258, Key Largo, FL 33037 MM 100	Dive Pennekamp
31' cust. boat w/sundeck, 6 max. Free guided dvs., U/W camera, brunch served, dv. pkgs. avail. Rec. by Undercurrents 3/82.	
CAPT. CORKY'S DIVERS' WORLD of Key Largo, Inc.	305/451-3200
P.O. Box 1663, Key Largo, FL 33037 MM 99.5 U.S. 1 past Wendy's Bahamas/Pennekamp, U/W video rental, snkl. w/dolphins, PADI instr., grp. rates, dive, snkl., sail, shell collect, spearfish. Best pkg. rates!	
CAPT. GREG'S SCUBA-DO	305/451-3446
P.O. Box 2237, Key Largo, FL 33037 MM 100 @ 100 Marina	
Dive Pennekamp, 34' Boat, 6 max. No Crowds. Personal Service. Combin. Dive & Fish Trips Avail. Pkg. Rates.	
CAPT. SLATE'S ATLANTIS DIVE CENTER	800/331-DIVE
51 Garden Cove Dr., Key Largo, FL 33037 MM 106.5	305/451-1325
Dive Pennekamp on 1 of 4 cust. boats. NAUI, YMCA, PADI, CMAS. Instr., air & rentals, grp. & multi-dive disc., pkgs., gifts.	
CORAL LAGOON RESORT AT THE DIVING SITE	305/289-0121
Middle Keys, MM 53, 12399 Overseas Hwy., Marathon, FL 33050	
Waterfront efficiency cottages, dockage, pool, tennis, bikes.	
PADI dive shop, lessons, 3 boats, groups, spring/fall dive pkgs.	

DIVE KEY WEST	305/296-3661
"Carol J.", P.O. Box 2842, Key West, FL 33045	
Disc. room pkg. & grp. rates. Max. 6 divers.	
Lobster diving & spearfishing, rentals & air.	
EAGLE'S NEST DIVE CENTER	Nat. 800/325-5116
P.O. Box 2508, Key Largo, FL 33037 MM 103.5	305/451-1083
53' Sea Eagle Custom alum. ac/heated dive boat. Fastest to Pennekamp reefs. Multi & grp. dive rates. Disc. dive shop.	
FLORIDA KEYS DIVE & SKI, INC.	305/852-4599
P.O. Box 391, Tavernier, FL 33070	6 pass. dive boats.
A PADI scuba train. fac. Checkouts, 4 day cert. course & all levels of instr. Spearfishing, shelling, watersports.	
GOLDEN KEY MOTEL	305/664-4418
U.S. Rt. 1, Box 710, Islamorada, FL 33036 MM 81	
Free dockage & boat ramp, waterfront cottage, rooms with stove & refrigerator, picnic & barbeque area.	
HALL'S DIVING CENTER & RESORTS	305/743-5929
1688 Overseas Hwy., Marathon, Keys 33050	
Guaranteed "Weather-Proof" reef trips and dive packages. Lessons start every day. All major brands and credit cards.	
HAWK'S GAY RESORT & MARINA	US 800/327-7775
MM 61, Marathon, FL 33050	FL 800/432-2242
Tennis, pools, jacuzzis, reef trips, PADI.	305/743-7000
Custom-built dive boats, air/equip. rental, instr., pkg. rates.	
HOLIDAY ISLE DIVE CENTER	305/664-4145
P.O. Box 482, Islamorada, FL 33036 MM 84.5	FL 800/432-2875
All new "Wreck Diving"	US 800/327-7070
All new 22 passenger dive boat	
KEY LARGO CONDO	305/433-8073
3 BR., 1 1/2 Bath, completely furnished.	305/546-2275
Marina, saunas, tennis, pools, 2 mi. Pennekamp Park. Great diving, fishing, sailing. Special summer rates.	
KEY LARGO BAYFRONT HOME-Dive, Snorkel-Sail	305/255-4556
P.O. Box 161414, Miami, FL 33116	
3 bedroom/2 bath gorgeous, new, private home with dock. Luxuriously furnished, fantastic rates-less than motel room.	
KEY LARGO LUXURY CONDO	513/984-0866
Oleinik, 8555 Blue Cut Lane, Cincinnati, OH 45243	
Luxuriously decorated, 2 bedroom, dock, pool, sauna, tennis. Minutes from best dive areas.	
KEY WEST CONDO	201/591-1508
c/o Box 733, Matawan, NJ 07747	
2 BR. ocean front condo, 2 pools, 2 tennis courts, beautiful grounds, sleeps 4, spec. dvr. rates May-Nov. \$495/wk. Reserve early!	
KEY WEST DIVER INC.-CAPT. BILLY DEANS	305/294-0660
c/o Reef Raiders Dive Shop U.S. #1, Stock Isle, Key West, FL 33040. Dive the Sambos, Ten Fathom Ledge, WWII wrecks, USS Wilkes-Barre. Every dive an adventure.	
KEY WEST LUXURY ACCOMMODATIONS	718/434-1716
Designer 2 BR/2 bath townhouse, pool, jacuzzi, cable TV, dishwasher, washer/dryer.	212/367-4764
Near all best dive areas. Low Summer rates.	
LADY CYANA DIVERS	305/664-8717
P.O. Box 1157, Islamorada, FL 33036 MM 85.9	800/221-8717
26', 40' & 60' dive boats. Reefs, galleons, wrecks & The 'Eagle'. Complete pro shop, instruction, packages, photo center.	
LOOKOUT LODGE RESORT	301/474-6381
Waterfront efficiencies, beach, boat ramp, docking. Dive packages. PADI OW/AOW. Rental tanks & Weight belts. MM 88 between Pennekamp and Islamorada.	
PENNEKAMP PARK CONCESSION	305/451-1621
P.O. Box 13M, MM 102.5, Key Largo, FL 33037	
The only dive shop located directly in Pennekamp. Free brochure, send 50¢ for reef chart.	
PLANTATION KEY LARGO LUXURY CONDO	305/852-5748
c/o 195 N. Airport Rd., Tavernier, Florida 33070	
Beautiful 1 BR condo (sleeps 4) on bay. Has everything. Boat ramp & docks. \$295/wk. May-Nov., \$350/wk. Dec.-Apr.	
RENT 20' FLORIDA KEYS DIVE BOAT	305/743-0391
and stay aboard 46' furnished houseboat, color TV, A/C, sleeps 6. Dive Pennekamp, Looe Key, Alligator Reef, crystal dive water. \$795.00 week.	
ROCK REEF RESORT	305/852-2401
P.O. Box 73, Key Largo, FL 33037 MM 98	
Divers Paradise, spacious grounds, beach, jacuzzi, comfortable accommodations and comfortable prices.	
SEA CENTER DIVE SHOP	305/872-2319
P.O. Box 515, Big Pine Key, FL 33043 MM 29.5	
Dive Looe Key, custom boats, dive/lodging packages. PADI facility, full service shop, 24 hr. hydro.	
SEA DWELLERS SPORTS CENTER	305/451-3640
99850 Overseas Hwy., Key Largo, FL 33037	800/451-3640
Reef trips daily to Pennekamp Underwater State Park. Dive package with Key Largo Holiday Inn.	
SEAFARER RESORT MOTEL	305/852-5349
P.O. Box 185, Key Largo, FL 33037 MM 97.8 (Gulfside)	
'Fantasy Island' setting, real sandy beach & free paddle boat. Spotless rooms, effs. & apts. at best dollar value plus group rates!	
SEA HORSE MOTEL	305/743-6571
7196 Overseas Highway, Marathon, FL 33051	
Budget or waterfront rooms or efficiencies, 300' dockage ramp, pool, dive pkgs. Experience the American Caribbean.	

SEA TRAIL MOTEL Rt. 5, P.O. Box 91, Key Largo, FL 33037, MM 98.5 Cable TV, air-conditioned, refrigerator, budget rates.	305/852-8001
STEPHEN FRINK PHOTOGRAPHIC, INC. P.O. Box 2720, Key Largo, FL 33037 MM 102.5 Photo Tours, Instruction, Processing, Camera Rentals, Stock Photos.	305/451-3737
STEVE KLEM U/W GUIDE SERVICE P.O. Box 1803, Key Largo, FL 33037 MM 104 Dive with the legendary "Pied Piper of Pennekamp Park". Let Steve introduce you to his U/W pets. For divers only.	305/451-1831
THE BOAT, a div. of Triangle Watersports, Inc. Rt. 2, Box 617, Summerland, FL 33042 Free color brochure, customized dives, adventure experiences, instruction, U/W video, Looe Key, Hawks Channel & Gulf.	305/745-BOAT
THE DIVING SITE, INC. 12399 Overseas Hwy., Marathon, FL 33050 MM 53.5 30 & 16 pass. dive boats. Daily reef trips. Charters & group rates, PADI lessons, sales, repairs, dive pkgs.	US 800/634-3935; FL 800/821-9155 305/289-1021
TWIN HARBORS 103800 Overseas Highway, Key Largo, FL 33037 Motel, Marina, Camping. Dive John Pennekamp State Park. Fishing at its best. Boat Rnls. Ask for Pkg. Tours. 100% Satisfaction.	305/451-1751

GEORGIA

DIVERS SUPPLY 5208 Mercer Univ. Dr., Macon, GA 31210 PADI training facility, all major brands. Located at exit 2 on I-475	912/474-6790
DIVING WORLD USA 2945 Buford Hwy., Atlanta, GA 30329 All brands, wholesale, retail, repair, rental, trips. YMCA, NAUI, PADI classes. 3 man chamber.	404/634-4354
SANDY SPRINGS DIVERS 6445 Roswell Rd., Atlanta, GA 30328 PADI 5 Star training, air, sales, service, trips. Corrective lens center of the Southeast.	404/252-9372

HAWAII

AARON'S DIVE SHOP 602 Kailua Rd., Kailua, Oahu, HI 96734 Dive w/the best in HI. Daily dives, 4 day cert. Referrals. Rnls. complete w/cameras & scooters since '71. Write for info.	808/262-2333 808/261-1211
ALOHA DIVE SHOP—KOKO MARINA Koko Marina Shop. Ctr., Honolulu, HI 96825 "Diving is fun" with Jackie and her friends. Scuba resort cert., boats, tours, sales, rental, all cert.	808/395-5922 808/395-8882
AQUATIC CHARTERS OF MAUI P.O. Box 1028, Puunene, Maui, HI 96784 1985 custom dive boat "Piialoha", 2 to 6 divers. Dive Molokini, Lanai, Kahoolawe. U/W video services.	808/879-0976 808/874-0859
AQUATICS KAUAI 733 Kuhio Hwy., Kapaa, HI 96746 Full service, PADI, NAUI, SSI, U/W video taping & photo. Custom packages & tours aboard our 38' Wilson.	808/822-9213
CAPT. NEMO'S OCEAN EMPORIUM 700 Front St. & Dickenson, Lahaina, Maui, HI 96761 1st class diving & sailing, compl. shop: sales, rentals & cameras. 58' catamaran, 26' cruisers, small groups, complete dive packages.	Toll free: 800/367-8088 808/661-5555
CAPT. NEMO'S OCEAN SPORTS ANAEOHOMALU Sheraton Royal Waikoloa Hotel, P.O. Box 3291 WWS, Kamuela, HI Fantastic dvg., sail, windsurf, rentals. Toll free: 800/367-8088 42' cat., 2 tank dives, camera rentals, small groups, dive pkgs.	808/885-5555
CENTRAL PACIFIC DIVERS 780 Front St., Lahaina, Maui, HI 96761 2 and 3 tank interisland trips daily to Molokini and Lanai. Two 43' custom boats, knowledgeable, friendly crew.	808/661-8718
CUSTOM DIVE SERVICE P.O. Box 90, Makawao, Maui, HI 96768 "Windward side" scuba charters for only the very healthy, very experienced & well equipped diver. Write for application & details.	808/572-0245
DIVE KAUAI 976 Kuhio Hwy., Kapaa, Kauai, HI 96746 Kauai's largest sport & commert'l facil., disc. prices, sales, mntls., free air, PADI/NAUI cert., sml. pers. chtrs., indiv./grp. pkgs.	808/822-0452
DIVE MAKAI CHARTERS P.O. Box 2955, Kailua-Kona, HI 96745 Diving with a difference—we care! Write to Tom & Lisa. Rated Kona's best every year since '76 by Undercurrent.	808/329-2025 Priv. PADI instr.
DIVE MAUI INC. Lahaina Market Pl., Lahaina Luna Rd., Lahaina, Maui, HI 96761 3 Boats Daily to Lanai, Maui, Molokini. Instruction, rentals, photography, small groups, packages available.	808/667-2080 or 661-4363
FATHOM FIVE DIVERS P.O. Box 907, Koloa, Kauai, HI 96756 Specializing in small personal charters, daily trips. NAUI and PADI instruction, air, rentals, photography.	808/742-6991

LAHAINA DIVER'S INC. 710 Front St., Lahaina, Maui, HI 96761 Daily trips aboard 2 fastest, most comfortable boats in Hawaii. Most personable staff. Maui's only PADI 5 Star.	800/367-8047 ext. 102 808/667-7496
LEEWARD DIVE CENTER 85-979 Farrington Hwy., Waianae, HI 96792 Full service dive center, NAUI, PADI. Daily charters to shipwrecks, lavatubes, ledge dive and over 50 different dive locations.	808/696-3414
MAUI DIVE SHOP P.O. Box 1018, Azeka Place, Kihei, HI 96753 Send for free Maui Diver's Guide, enclose \$1 postage. Dive charters to Molokini, rentals, 5 day scuba classes, windsurfing.	808/879-3388
MIKE SEVERNS SCUBA DIVING P.O. Box 627, Kihei, Maui, HI 96753 Small groups, 5 cert. divers max. Guided boat dives. Two person privates w/Tekna DVX3 scooters.	808/879-6596
OCEAN ACTIVITIES CENTER 3750 Wailea Alanui, D-2, Wailea, HI 96753 Hawaii's only dive lodge: Hotel Lanai. Daily dives to Molokini, La Perouse, Kahoolawe, Lanai.	808/879-4485
OCEAN ADVENTURES, INC. 98-406 Kam. Hwy., Pearl City, HI 96782 PADI 5 Star instructor div. center, diver vehicles, tours, group pkgs., boat dives, cameras, 3/4 day certs.	808/487-9060
SANDWICH ISLE DIVERS 73-1263 Lihau St., Kailua-Kona, HI 96740 Daily boat charters, max. 6 divers, night dives, PADI classes. Packages available. Undercurrents choice. Call or write.	808/329-9188
SEA DREAMS HAWAII P.O. Box 4886, Kailua-Kona, HI 96745 Owner operator. Efficient, courteous, conservation minded. Comfortable custom 6pax dive boat. Bob Curran.	800/329-8744 800/322-6118
SEA PARADISE, SCUBA P.O. Box 5655, Kailua-Kona, HI 96745 Kona's best charter company. Explore reefs, lava tubes & archways. Our "pampered diver" service will spoil you forever. PADI & NAUI.	808/322-2500
SEA SAGE DIVING CENTER 4-1378 Kuhio Hwy., Kapaa, Kauai, HI 96746 Safely serving Kauai since 1973. Complete pro facility. Boat/shore trips. Accommodation pkgs. available.	808/822-3841
SOUTH SEAS AQUATICS 1050 Ala Moana Bl., Honolulu, HI 96814 Dive the Mahi, 165' shipwreck and lava tubes! Daily boat charters. Full service pro dive store since 1961. Write for free brochure.	808/538-3854 808/538-3856
THE DIVE SHOP OF KIIHI LTD. 1975 S. Kihei Rd., Kihei, Maui, HI 96753 Daily Dive & Snorkel trips to Molokini Crater, 4-5 day Scuba Classes, Windsurfing, Sailing, rentals, full service.	808/879-5172
WAIKIKI DIVING, INC. 420 Nahua St., Honolulu, HI 96815 Waikiki's only pro dive shop. PADI & NAUI facility. Boat & beach dives, 3 day cert., charters, free brochure.	808/922-7188

ILLINOIS

THE GEAR BAG, INC. 1605 N. Newland, Chicago, IL 60635 Located at 6900 west on North Avenue. NAUI pro facility & PADI training facility.	312/637-FINS
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INDIANA

SCUBA LAKE MICHIGAN CHARTERS Capt. Ernie Piotrowski, 234 N. Albert St., S. Bend, IN 46619 Dive aboard Sea Quest II. Club/shop rates, rentals. Special Mon-Fri., 5-tank charters, discount program.	219/287-2223
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LOUISIANA

SEA HORSE DIVING ACADEMY, INC. 5400 Crowder Bl., Unit E, New Orleans, LA 70127 PADI 5 Star instructor development center, quality instruction, equipment, service and dive travel.	504/246-6523
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MAINE

AQUA CITY SCUBA, INC. 11 Water St., Waterville, ME 04901 Sales, in-shop repair service, rentals, NAUI & PADI training facility. Central Maine's largest dive shop.	207/873-0266
HARBOR DIVERS Rt. 102A, Star Rt., Box 40, Bass Harbor, ME 04653 Near Acadia Nat'l. Park. Rentals, air, sales, service. PADI, NAUI, YMCA instr. Personalized dive charters. Write.	207/244-5751
TOMMY'S HARDWARE—TOMMY'S DIVE SHOP 273 Congress St., Portland, ME 04101 N.E.'s largest, known coast to coast, sls., svcs., mntls., air, hydro. YMCA, NAUI, PADI, wreck charters, mail order, discount prices.	207/772-5357

MARYLAND

DIVERS DEN, INC. 8105 Harford Rd., Baltimore, MD 21234 Maryland's oldest professional dive shop. Large enough to serve you—Small enough to know you.	301/668-6866
PARKS DIVING SUPPLY 8027 Liberty Road, Baltimore, Maryland 21207 Wholesale and Retail Sport and Commercial Diving Equipment.	301/655-8744
TIDEWATER AQUATICS 1315 Forest Dr., Annapolis, MD 21403 Full service pro dive store & skin diving school. Authorized Scubapro dealer & warranty service center.	301/268-1992

MASSACHUSETTS

AQUARIUS DIVING CENTER, INC. 3239 Cranberry Hwy., Buzzards Bay, MA 02532 Authorized Scubapro dealer. PADI instruction, sales, full service, rentals, dive travel. Mon-Fri. 10-8, Sat. 9-5, Sun. 8-1.	617/759-DIVE
CAPE COD DIVERS, INC. 815 Main St., Harwich Port, MA 02646 Sales, service, air, professional instruction. 2 USCG approved diveboats and captains.	617/432-9035 MA 800/DIVING-1
FALL RIVER MARINE SPORTS 122 Plymouth Ave., Fall River, MA 02721 Monthly scuba classes. PADI - NAUI. Professional sales & service. Air station & rentals.	617/673-9667
LOWELL SCUBA CENTER 477 Gorham St., Lowell, MA 01852 Full service pro store, instruction all levels. Authorized Scubapro dealer.	617/453-7574
NORTHEAST SCUBA, INC. 125 Liberty St., Danvers, MA 01923 Scuba instruction, sales, air station, photo courses. Hydro test, regulator repairs, rentals, boat charters.	617/774-7296

MICHIGAN

DIVER'S DEN 604 S. Lapeer Rd., Lake Orion, MI 48035 Sales, service, rentals, air, instruction. Great Lake Charter Specialists.	313/693-9801
SCUBA NORTH, INC. 13258 W. Bayshore Dr., Traverse City, MI 49684 Year-round instruction, dive trips, local charters, rentals, repairs & hydro's, all major brands, pkg. prices.	616/947-2520
UNDERWATER OUTFITTERS 2579 Union Lake Rd., Union Lake, MI 48085 Scuba, Achilles boats, rentals, tours, NAUI pro facility, quality instruction since 1959.	313/363-2224

MINNESOTA

THE SUPERIOR DIVER, INC. P.O. Box 388, Grand Portage, MN 55605 Lake Superior shipwreck diving charters in Isle Royale National Park aboard the Superior Diver & Royale Diver.	218/475- 2550 Ron & Jackie Polomski
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MISSOURI

WEST END DIVING'S—BILLION GALLON LAKE RESORT at Bonne Terre Mine, Bonne Terre, MO 63628 Fully illuminated underground lake, 1 hour from St. Louis. 70' visibility, 58° water temperature.	Dive reservations 314/731-5003
WEST END DIVING CENTERS, INC. 11215 Natl. Bridge Rd., Bridgeton, MO 63044 11004 Manchester Rd., St. Louis, MO 63122 39 N. Allen, Bonne Terre, MO 63628	314/731-5003 314/822-3005 314/358-5000

NEW HAMPSHIRE

NORTH COUNTRY SCUBA D/S Main St., Wolfeboro, NH 03894; 57 Elm St., Laconia, NH 03246 NASDS, air, rentals, service, sales, 30' dive boat on Lake Winnepesaukee, getaway weekday and weekend packages.	603/524-8606; 603/569-2120
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NEW JERSEY

CEDAR GROVE DIVERS SUPPLY 492 Pompton Ave., Rd. 23, Cedar Grove, NJ 07009 National certified instruction, private or group lessons. Indoor heated pool, full service dive shop.	201/857-1748
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DOSIL'S SPORTS CENTER 261 Rt. 36, E. Kearsburg, NJ 07734 Central New Jersey's largest dive store! Dive travel, rentals, 3000 psi air, discount prices.	201/787-0508
EAST COAST DIVING SERVICE Spring Valley & Texas Rds., Morganville, NJ 07751 NJ's 1st PADI 5 Star training facility. Sales, repairs, air, rentals, trips, photo, Rts. 9 & 18.	201/591-9374
MARLIN SCUBA SHOP 506 Rt. 17, Ramsey, NJ 07446 Full service PADI training facility. Indoor heated pool, N.J. wreck dives, dive vacations.	201/327-6000
PRINCETON AQUA SPORTS 306 Alexander St., Princeton, NJ 08540 PADI training facility. Full service dive, snow ski & windsurfing facilities. Diving vacations our specialty.	609/924-4240
UNDERWATER SPORTS, INC. Rt. 17 S., Rochelle Park, NJ 07662 New Jersey's oldest and largest pro dive shop est. 1955. Indoor heated pool, nat'l. certification, travel, all srvc's.	201/843-3340
WHITEHOUSE AQUATIC CENTER Box 97-C, Hwy. #22 West, Whitehouse Station, NJ 08889 Equipment Sales, Service, Rentals, Air. Private and Group Lessons, Dive Vacations, Wreck Dives.	201/534-4090

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AA AQUA-LUNG CENTER, RICHARDS 233 W. 42nd St., Times Square, New York, NY 10036 Export agent for all major brands. Dive, surf, swim. Largest all year-round dive shop. Will not be undersold.	212/947-5018
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ISLAND SCUBA CENTERS, INC. 74 Woodcleft Ave., Freeport, NY 11520 Sales, air, rentals, repairs, waterfront store, travel. Instruction, photo equip., rentals, Club Aquarius.	516/546-2030
KINGS COUNTY DIVERS CORP. 2417 Avenue U, Brooklyn NY 11229 Authorized Scubapro dealer. Brooklyn's full service pro shop.	212/648-4232 212/934-4153
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I Learned About Diving From That Lost At Sea

BY HERB SEGARS

The dawn arrived in a brilliant explosion of orange shades, heralding the start of a beautiful day. The winds were calm and the seas were flat, providing the right conditions for diving in an area that we only frequent on days like this.

We steamed out of Barnegat Inlet, New Jersey toward a section of wreckage known only to a handful of divers. Our normal protocol aboard the boat is to navigate to a wreck site using Loran.

After finding a wreck, we usually hook in using a grapple type hook, hoist our dive flags, record our Loran position and post a volunteer on the bridge to oversee our general position. If we should hook into a weak section of wreckage or if the hook is not set securely, it can pull out allowing the boat to drift. The look-out's responsibility is to alert the crew when this occurs. If divers are already in the water, we lift anchor and stand-off the wreck with the engines idling and retrieve divers as they surface. The divers are instructed beforehand that they should inflate their vests and swim toward the boat as we will not move into the wreck area until everyone has surfaced. If there are no divers in the water, we move over the wreck and rehook.

After so many uneventful trips, our normal cautious behavior was relaxed. We dropped our anchor, posted a look-out and made our first mistake—forgetting to record the Loran numbers for this site.

My buddy and I suited up and minutes later were beginning our descent to the bottom 80 feet below. Once there, our first order of business was to check the hook. It seemed to be in the wreck securely. Satisfied, we continued on searching for lobster.

The dive was incredible; there were lobsters everywhere. In a matter of 30 minutes, I had amassed almost 20 pounds of these tasty delights. In the frenzy of the hunt, a second mistake occurred—my buddy and I became separated. Our plan was to surface and return to the boat as soon as we realized we had lost each other. My buddy did and amazed those aboard with his catch. When I finally realized he was not with

me, I swam in the direction of the anchor to begin my ascent. I approached the area I thought the hook should be in, but I could not find it.

Meanwhile, aboard ship, the wind had picked up and a slight chop spread across the calm waters. The look-out, my wife, was being bombarded by screams of "I'm hungry" from the passengers. Being the perfect hostess, she checked the buoy position, satisfying herself that we hadn't moved since she had started her watch, then headed below to make a quick snack for her hungry horde. The added strain the wind placed on the an-



photo/Herb Segars

chor line pulled the hook from the wreck. At that particular time, my buddy reached the back of the boat. The non-divers, neophytes to our U/W world, were enthralled with the lobsters. No one aboard realized the boat was adrift.

Up I went, breaking the surface and looking for the boat. It was not in my field of vision, but I knew as soon as I turned 180 degrees, I would see it. Our marker buoy, a one gallon container, was inches from my head when I completed the half circle; still no boat! I was sure when I moved the buoy, the boat would be right there and, I was partially right. The boat was there, but not the large looming hulk I expected. Instead, it was a tiny speck 100 yards away.

With everyone satiated for the moment, my wife returned to the look-out station and noticed immediately the buoy was nowhere to be seen. Moving to the Loran to check our coordinates, she realized the original position had never been recorded. She searched her memory for the name of this wreck. Once she knew that, she could look up the correct position in our log and head back to the spot. It was fruitless; the wreck was my secret and no one aboard knew its location. My secrecy could ultimately have proven fa-

tal. Responding quickly, she positioned every person on board at different quarters around the boat, scanning the horizon for the buoy or the diver. The anchor was hauled up and stowed while the boat was made ready to get underway.

My first reaction was to scream and I did. There was no response from those aboard. I could see the boat, why couldn't they see me? I reached for my whistle, assured it would effect a response. The whistle wasn't there. I had never attached it to my new buoyancy compensator. I raised my light and shined it in the direction of the boat, still no response. I pumped air into my drysuit hoping to be raised higher out of the water to make the upper yellow portion of the suit more visible. Then I dropped my weightbelt, hoping to come out of the water even more. I better stay near the marker buoy, I thought, that way they can find me using the Loran. I screamed a second time. Wait, the boat is moving, I thought. Oh, no, it's going the wrong way. I resigned myself to a very long swim.

My wife tried to remain calm but the truth was that they couldn't find me. She decided they would search ten minutes more, then call the Coast Guard. We had discussed emergency procedures and she knew how to react. "Quiet!" One of the passengers yelled, "I hear something! It's coming from that direction." Spinning the boat around, off they went, only to find an empty sea.

Disheartened, I decided to yell as loud as I could until I couldn't yell anymore, hoping against hope that someone would hear. The boat turned in my direction. It came slowly at first and then faster. My young son, on the foredeck, broke into tears when he sighted his dad bobbing in the open sea.

The emotions of the moment took over—gratitude, then anger—and finally I collapsed in exhaustion. Did we learn from the incident? I'll say. Never before had we realized just how important dive boat protocol is to the submerged diver. Equally as important is the boat handling skills of those left aboard when the owner of the boat goes below. If you think that it can't happen to you, don't wait to find out, *learn from our mistakes!* 

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